

ASRS Database Report Set

Controlled Flight Toward Terrain

Report Set Description.....A sampling of reports referencing inadvertent controlled flight towards terrain.

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....50

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

Time

Date : 199903

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CDV.Airport

State Reference : AK

Altitude.MSL.Bound Lower : 600

Altitude.MSL.Bound Upper : 6000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAN.ARTCC

Make Model : B737-400

Component / 1

Aircraft Component : FMS/FMC

Aircraft Reference : X

Problem : Failed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 1000

ASRS Report : 431869

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 350

ASRS Report : 431885

Person / 3

Function.Controller : Non Radar

Person / 4

Function.Other Personnel : FSS Specialist

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : GPWS

Resolutory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON AN NDB-A APCH TO THE CORDOVA ARPT, AK. DUAL FMC ACFT FLYING LNAV WITH BOTH HITCHENBROOK AND GLACIER RIVER NDB'S TUNED AND IDENTED. ON FINAL APCH BOTH HSI'S LOST MAP DISPLAY AND LNAV CAPABILITY. CONTINUED WITH RAW DATA. BROKE OUT OF IMC AT 1200 FT MSL. MAINTAINED 1000 FT MSL INITIALLY THEN DSNDED TO 600 FT MSL (MDA) 40 KTS OF WIND FROM 2 O'CLOCK POS. VISIBILITY 5 MI. SLIGHTLY DISORIENTED DUE TO LOSS OF FMC'S DEPICTION AND SNOW COVERED GND. EXECUTED MISSED APCH ON TIMING, BEGAN CLBING R TURN TO 2500 FT. CAPT INITIALLY TURNED 270 DEGS AND WAS INITIALLY CONFUSED WITH THE SPLIT NDB NEEDLES. MISTOOK HITCHENBROOK FOR GLACIER RIVER. I TOLD THE CAPT TO TURN L 45 DEGS TO INTERCEPT COURSE, WITH THE 40 KTS OF WIND ON OUR TAIL NOW WE BLEW THROUGH THE COURSE, WITH TERRAIN TO THE W, WE RECEIVED A TERRAIN CAUTION. AT THAT TIME WE IMMEDIATELY WENT TO MAX PWR AND BEGAN A CLBING L TURN. AT THIS POINT I CONTACTED JUNEAU RADIO AND INFORMED THEM WE EXECUTED THE MISSED AND WERE CLBING TO 5000 FT. RADIO TOLD US TO CONTACT ZAN. BY THIS TIME THE CAPT AND I WERE CONFIDENT TERRAIN WAS CLR AND HE TOLD ME TO REQUEST A CLRNC TO HITCHENBROOK AT 6000 FT, AND PLAN ON THE ILS RWY 22 TO CDV. UPON CONTACT WITH ZAN, WE CONFIRMED OUR ALT AND POS AND RECEIVED CLRNC TO GLACIER RIVER FOR THE ILS RWY 27. AFTER THIS, WE COMPLETED AN UNEVENTFUL ILS PROC TURN AND LNDG AT CORDOVA. ON FINAL ANALYSIS THE CAPT AND I BOTH REALIZED IN THE BACK OF OUR MINDS WE WERE STILL WONDERING WHY WE LOST THE FMC'S DISPLAYS. ALSO, WE REALIZED WE SHOULD HAVE DISCUSSED THE SPLIT NEEDLE PRESENTATION AND A GOOD INITIAL ROLLOUT MISSED APCH HDG. WE BOTH LEARNED A LOT. AS FAR AS A SAFETY ISSUE, I BELIEVE OUR PRIORITIES AS FAR AS TERRAIN AVOIDANCE WERE VERY GOOD AND INITIALLY CLBING VERSUS DISCUSSING IT FIRST WAS WELL INGRAINED IN BOTH OF US.

Synopsis :

ACFT LOST BOTH FMC'S DURING A NON PRECISION APCH AND CONTINUED THE APCH USING RAW DATA. AT MINIMUMS THE FLC WAS UNABLE TO LOCATE THE ARPT DUE TO STRONG WINDS AND BEGAN A MISSED APCH. DURING THE MISSED APCH THE FLC RECEIVED A TERRAIN WARNING FROM THE GPWS AND CLBED TO A SAFE ALT. ARTCC INFORMED FLC THEY DID NOT HAVE A CLRNC TO MAINTAIN 6000 FT MSL.

Time

Date : 199903

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TUS.Airport

State Reference : AZ

Altitude.AGL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TUS.Tower

Make Model : B727 Undifferentiated or Other Model

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Improperly Operated

Component / 2

Aircraft Component : DME

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4700

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1700

ASRS Report : 431975

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Executed Go Around

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON A CLR NIGHT APCH INTO TUS ARPT (FROM DENVER), WE WERE GIVEN CLRNC FOR A VISUAL TO RWY 29R. AS PF, I'D BRIEFED THE VISUAL TO RWY 29R BACKED UP BY THE LOC DME (BACK COURSE) RWY 29R APCH. I HAD THE LOC FREQ DIALED IN, AS WELL AS THE FRONT COURSE ON THE HSI. COMING OVER THE LAST FEW HILLS (FROM THE E), ABOUT 18 MI FROM THE ARPT, I STARTED ASKING THE OTHER CREW MEMBERS IF THEY SAW THE ARPT. THE CAPT SAID HE DID. I DID NOT, EVEN THOUGH I KEPT QUERYING HIM 'WHERE IS IT?' I KEPT TO A 3:1 GS BASED ON THE DME, AND BEGAN CONFIGURING THE ACFT BASED ON DISTANCE/ALT. THE CAPT ACCEPTED A VISUAL APCH EVEN THOUGH I'D SAID I DIDN'T SEE THE RWY OR ARPT, YET. HE SAID 'YOU'RE LOOKING GOOD' AND POINTED OUT A RWY AT MY 10 O'CLOCK. IT WAS NOT IN THE LOCATION I'D THOUGHT IT WOULD BE, BUT I LOOKED AT THE LOC GUIDANCE AND IT BEGAN TO CTR, SO I TURNED TO INTERCEPT FINAL. THE VASI WAS NOT THE LIGHTING I'D REMEMBERED, NOR WERE THE APCH LIGHTS OR RWY LIGHTS. AND NORMALLY, RWY 29L IS ALSO ILLUMINATED (IT WAS NOT). 'SOMETHING ISN'T RIGHT' WAS SAID AT THE SAME TIME THE CAPT ASKED 'IS YOUR LOC CTRED?' IT WAS SWINGING L TO R AND I SAID 'NO.' 'THIS ISN'T RIGHT.' I SAID ONE FINAL TIME BEFORE I SAID 'I'M GOING AROUND.' WE WERE AT ABOUT 2000 FT AGL. I INITIATED A GAR AND THE CAPT MADE A VHF XMISSION TO THAT EFFECT WHEN THE SO AND I HEARD TWR (WE BELIEVED IT WAS ON VHF) SAY, 'IT'S STRAIGHT AHEAD.' I WAVERED, MENTALLY, FOR A MOMENT ON MY GAR DECISION, BUT CONTINUED. THEN THE CAPT SPOTTED THE REAL RWY 29 AT OUR 9 O'CLOCK POS. HE SAID I COULD JUST ENTER A R DOWNWIND (TWR OK'D THIS) AND I DID. AN UNEVENTFUL LNDG FOLLOWED. WE'D MADE A NICE VISUAL APCH TO DAVIS-MONTHAN AFB! WE SELF-CRITIQUED AFTERWARDS AND THE CAPT GRACIOUSLY TOOK THE BLAME FOR FIXATING ON THE WRONG ARPT. BUT, THE SO HAD AGREED WITH HIM, SO THE SAVING GRACE WAS LIGHTING DIFFERENCES AND NAVAID BACKUP. BARELY! A REAL HUMBLING EXPERIENCE. (NEVER ACCEPT A VISUAL APCH IF: AS THE PF YOU DON'T SEE IT! AND, IF THERE'S AN ADJACENT ARPT WITH SIMILAR RWYS!) I ALSO, LEARNED THAT, DESPITE KNOWING THE AFB WAS THERE, NO ONE THOUGHT TO CHK OUT THE GREEN/WHITE/WHITE TWR LIGHT.

Synopsis :

A B727 MAKES A NIGHT VISUAL APCH TO THE WRONG ARPT NEAR TUS, AZ.

Time

Date : 199904

Day : Sun

Local Time Of Day : 0601 To 1200

Place

State Reference : IL

Altitude.MSL.Bound Lower : 2100

Altitude.MSL.Bound Upper : 2500

Aircraft / 1

Controlling Facilities.TRACON : C90.TRACON

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 733852

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Overrode Automation

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ASSIGNED DSCNT TO 2500 FT. DSNDED BELOW ARMED ALT TO 2100 FT. CLBED TO 2500 FT ON LOC TO GS INTERCEPT.

Synopsis :

ACR OVERSHOOTS ASSIGNED GS INTERCEPT ALT.

Time

Date : 199904

Day : Sun

Local Time Of Day : 0601 To 1200

Place

State Reference : FO

Altitude.MSL.Bound Lower : 3600

Altitude.MSL.Bound Upper : 4000

Aircraft / 1

Controlling Facilities.TRACON : EGTT.TRACON

Make Model : B767-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 433853

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 433053

Person / 3

Function.Flight Crew : Relief Pilot

ASRS Report : 433054

Person / 4

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Flight Crew : Returned To Original Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ALL NIGHT FLT, LATE ARR IN TERMINAL AREA WITH 30 MIN HOLD STARTING AT FL290. DSNDING IN HOLDING 1000 FT INCREMENTS TO FL080. TRANSITION ALT WAS 6000 FT. CLRED FOR UNEXPECTED SHORT TURN TO FINAL AND CTLR GAVE ALTIMETER AS 'NINER NINER FIVE.' DURING DSNDING TURN TO FINAL WHILE LOOKING FOR TFC 29.95 WAS SET IN INCHES WINDOW INSTEAD OF 995 IN MILLIBARS WINDOW. LEVELED OFF BELOW IAF ALT OF 4000 FT BEFORE RESETTING 995 MILLIBARS IN CORRECT WINDOW. INTERCEPTED GS AND MADE NORMAL APCH AFTER CORRECTING ALTIMETER.

Synopsis :

ACR FLC GOES APPROX 400 FT BELOW ASSIGNED ALT ON APCH AT LHR.

Time

Date : 199904

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ADS.Airport

State Reference : TX

Altitude.AGL.Bound Lower : 500

Altitude.AGL.Bound Upper : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D10.TRACON

Make Model : Helicopter

Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 5

Experience.Flight Time.Type : 25

ASRS Report : 435162

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DURING A PHOTO EVENT I WAS FLYING AT A SAFE ALT WHEN NEWS HELI INTERFERED WITH OUR ALT RESULTING IN THAT I HAD TO DSND BELOW HIS ALT TO AN ALT AT APPROX 500 FT AGL OVER THIS CONGESTED AREA. THERE WERE NEVER ANY HAZARDS OR DANGER PRESENT. THERE WERE PLENTY OF AREAS WHERE I COULD HAVE LANDED IN CASE OF ENG FAILURE. I THINK THE NEWS HELI SHOULD HAVE MONITORED A LCL FREQ OR AT LEAST 122.90. IN THAT CASE I WOULD HAVE BEEN ABLE TO COMMUNICATE WITH HIM AND WE WOULD HAVE BEEN ABLE TO SHARE THIS VERY TIGHT AIRSPACE WITHOUT BEING SO CLOSE TO EACH OTHER AND OVER GND. PHOTO MISSIONS DO OFTEN CALL FOR LOW ALT SHOTS AND IT IS IMPORTANT TO BE ABLE TO COMMUNICATE IN AND AROUND THESE TIGHT AIRSPACES.

Synopsis :

NMAC BTWN AN SEL SMA ON A PHOTO SHOOT AND A NEWS HELI OVER A CITY. THE RPTR DSND TO AVOID THE HELI RESULTING IN GOING BELOW THE LEGALLY SAFE ALT OVER A CONGESTED AREA.

Time

Date : 199904

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SSI.Airport

State Reference : GA

Altitude.MSL.Bound Lower : 1000

Altitude.MSL.Bound Upper : 1100

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.ARTCC : ZJX.ARTCC

Make Model : Small Aircraft, Low Wing, 1 Eng, Retractable Gear

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1731

Experience.Flight Time.Last 90 Days : 18

Experience.Flight Time.Type : 1500

ASRS Report : 435226

Person / 2

Function.Controller : Approach

Person / 3

Function.Observation : Passenger

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I HAD ALMOST COMPLETED AN IFR FLT FROM MYRTLE BEACH, SC, TO BRUNSWICK, GA, MALCOLM MCKINNON ARPT. I DO NOT REMEMBER MY CONVERSATION WITH THE APCH CTLR VERBATIM BUT AFTER INSTRUCTING ME TO HOLD AT THE BRUNSWICK VOR I WAS CLRED FOR THE VOR APCH TO RWY 4. I DO BELIEVE THAT I WAS INFORMED THAT I COULD CANCEL IFR WHEN I HAD THE RWY IN SIGHT OR BY TELEPHONE AFTER I HAD LANDED. AS I WAS DSNDING THROUGH 1100 FT, I SAW THE GND, RECOGNIZED WHERE I WAS AND CANCELED MY IFR CLRNC. SINCE THERE WAS SCUD IN THE AREA AND I WANTED TO BE VERY LEGAL, I ASKED APCH TO RE-ESTABLISH MY IFR CLRNC. THEN I PROCEEDED TO LAND SAFELY AT MY DEST. I HAD BEEN TOLD TO CALL ZJX. AFTER LNDG, I TRIED TO REACH THEM BY RELAYING A CALL THROUGH MACON FSS. AFTER DEPARTING SSI IFR, ZJX GAVE ME A PHONE NUMBER TO CALL. I TRIED TO REACH THEM WHEN I ARRIVED HOME AT XX05 BUT WAS UNABLE TO DO SO. I CALLED AGAIN THE FOLLOWING DAY AND THE INDIVIDUAL I SPOKE WITH INFORMED ME I HAD BROKEN MINIMUMS AND THAT I WOULD HEAR FROM THE ATLANTA DISTRICT OFFICE AFTER THEY REVIEWED THE TAPES. CONTRIBUTING FACTORS WERE DIFFICULTY HEARING CTLR'S INSTRUCTIONS AND AN ANXIOUS PAX, ALSO MY PROCLIVITY TO USE THE RADIO INSTEAD OF THE TELEPHONE FOR CANCELING IFR.

Synopsis :

PLT OF AN SEL SMA FLEW VFR IN IMC ON FINAL AFTER CANCELING HIS IFR CLRNC WHEN GOING BELOW APPROVED APCH MINIMUMS AND THEN RE-ESTABLISHING HIS IFR CLRNC PRIOR TO LNDG BECAUSE OF FOG.

Time

Date : 199904

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : GJT.Airport

State Reference : CO

Altitude.MSL.Bound Lower : 6000

Altitude.MSL.Bound Upper : 14000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 16

Experience.Flight Time.Type : 2000

ASRS Report : 435535

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4700

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 100

ASRS Report : 435700

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

FLT WAS BEING OPERATED AS A REGULARLY SCHEDULED FAR PART 121, ALL CARGO, FLT ON AN IFR FLT PLAN FROM GJT-COS. ALL 3 CREW MEMBERS WERE WELL RESTED. WE BRIEFED THE SID THAT WE EXPECTED TO RECEIVE, THE GRAND MESA 1 DEP (VECTOR). WHILE IN THE MIDDLE OF OUR PUSHBACK AND ENG START, GND CALLED AND INFORMED US THAT HE HAD OUR CLRNC. I CALLED GND BACK AND TOLD HIM TO GO AHEAD WITH THE CLRNC THE INITIAL PART OF OUR CLRNC WAS 'CLRED TO COS VIA THE GRAND JUNCTION 2 DEP DIRECT BLUE MESA (JNC2.JNC..HBU...). TAXI AND TKOF FROM RWY 11 WERE NORMAL. SHORTLY AFTER CONTACTING DEP AND CLBING THROUGH APPROX 9000 FT, WE WERE DIRECT BLUE MESA (HBU) WHICH WAS VERY CLOSE TO RWY HDG. DEP ASKED US IF WE WERE FLYING THE 'INST DEP.' THE FO THEN REALIZED THAT WE WERE FLYING THE SID THAT WE HAD EXPECTED AND BRIEFED BUT THAT WE HAD BEEN ISSUED A DIFFERENT SID. DEP THEN INFORMED US THAT THE MVA IN THAT SECTOR WAS 14000 FT AND ASKED US IF WE WERE IN A VFR CLB. I INFORMED HIM THAT WE WERE CLBING IN VFR CONDITIONS AT WHICH POINT HE TOLD US TO MAINTAIN VFR UNTIL LEAVING 14000 FT. OUR CLB CONTINUED VFR, WELL CLR OF TERRAIN, WITHOUT FURTHER INCIDENT. THE INCIDENT CLRLY OCCURRED BY OUR FAILURE TO FLY THE SID FOR WHICH WE WERE CLRED. CONTRIBUTING FACTORS INCLUDED: 1) FAILURE TO OBTAIN ATC CLRNC PRIOR TO PUSHBACK/TAXI. WORKLOAD INCREASES ONCE ACFT MOVEMENT BEGINS AND WE NORMALLY RECEIVE OUR CLRNCs PRIOR TO BLOCKOUT WHICH ALLOWS US TIME TO REVIEW, DISCUSS AND BRIEF DEP PROCS. 2) THE 2 SIDS INVOLVED IN THE INCIDENT ARE INDEXED ON FACING PAGES IN OUR COMMERCIAL CHARTS AND BOTH BEGIN WITH 'GRAND' (GRAND JUNCTION AND GRAND MESA). 3) WITH ALL ATC SVCS AVAILABLE, I EXPECTED -- PERHAPS OUT OF HABIT -- THE PUBLISHED VECTOR SID TO BE USED. 4) OUR ATC CLRNC WAS 'CLRED TO COS VIA THE GRAND JUNCTION 2 DEP DIRECT BLUE MESA....' BLUE MESA (HBU) IS SHOWN ON THE GRAND MESA SID BUT NOT ON THE GRAND JUNCTION SID FURTHER REINFORCING OUR ACCEPTANCE OF THE VECTOR SID. 5) MY COPYING OF THE CLRNC DURING PUSHBACK AND ENG START INSTEAD OF WAITING UNTIL THESE TASKS WERE COMPLETED. NOT ONLY WAS MY ATTN MOMENTARILY DIVERTED FROM PUSH AND START BUT THE FO WAS NOT PERMITTED TO GIVE HIS FULL ATTN TO THE COPYING OF THE CLRNC.

Synopsis :

ACR FLC FLIES WRONG SID.

Time

Date : 199905

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SIT.Airport

State Reference : AK

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAN.ARTCC

Make Model : B737-400

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 1800

ASRS Report : 436050

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Independent Detector.Aircraft Equipment : GPWS

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Narrative :

WE TOOK OFF TO SITKA, AK (SIT), VIA THE MARMN 2 DEP WITH RODMN TRANSITION AND FROM THERE CLRED VIA THE CROWW 2 ARR FOR THE RWP RWY 11 APCH. SHORTLY AFTER BEING ESTABLISHED ON R1022, ATC ADVISED TO HOLD FOR A MEDIVAC ACFT INBOUND TO SIT. CAPT SELECTED THE PRESENT POS IN THE HOLD FUNCTION OF THE FMC. AT THAT POINT, MY GUESS WOULD BE THAT WE WERE 1/2 WAY BTWN MARMN AND RODMN. WE WENT ONCE AROUND THE HOLD AND WERE TOLD, 'YOU ARE CLRED TO SIT VIA DIRECT HAWRD AND THE REMAINDER OF THE RWP TO RWY 11. AT THAT POINT WE WERE AT 16000 FT AND THE CAPT SELECTED DIRECT HAWRD INTXN. I CHKD THE MORA FOR OUR POS AND SELECTED IT. AS WE APCHED ABEAM RODMN, ATC ADVISED TO CALL THEM OVER RODMN. I REPLIED THAT WE HAD BEEN CLRED DIRECTLY TO HAWRD. THERE WAS NO REPLY, AND THE CAPT TYPED IN RODMN IN THE FMC AND WE MADE A 90 DEG R TURN TO PUT OURSELVES RIGHT OVER IT. AS WE APCHED 10000 FT PER OUR CHKLST WE PRESELECTED ZERO FT IN THE MCP ALT WINDOW. THE DSCNT PAGE AND EHSI SHOWED US SLIGHTLY ABOVE IDEAL FLT PATH. APPROX 2 MI PRIOR TO HALEX AROUND 3000 FT, WE HEARD 'TERRAIN, TERRAIN, PULL UP, PULL UP.' WITHOUT ANY HESITATION, THE CAPT APPLIED MAX PWR AND PITCHED UP AND PRESSED TOGA SWITCH (EVEN THOUGH IT DID NOT GIVE HIM GUIDANCE SINCE WE WERE ABOVE 2000 FT). AFTER THE ALERT WENT AWAY, WE WERE ABLE TO RECONFIGURE THE ACFT SO AS TO PUT US BACK ON THE PROFILE OF THE APCH. THE REMAINDER OF THE FLT WAS UNEVENTFUL. I THINK THE CTLR SHOULD HAVE CLRED DIRECTLY TO RODMN THEN VIA THE CROWW 2 ARR TO THE RWP 11 IN SIT. THE LEG SEGMENT BEING SO SHORT AND THE WORKLOAD SO HIGH, WE FAILED TO NOTICE THIS REQUIREMENT. ALSO, I FIND IT AWKWARD TO SEE AN IAF ON AN ARR PLATE AND YET THIS IAF IS NOT PUBLISHED ON THE SIT RWP RWY 11 APCH. THAT MIGHT HAVE ALSO HELPED IN THE MATTER. THE ANP DURING OUR FLT WAS 0.06 NM AND THE ALTIMETER SETTING 29.44. ACCORDING TO OUR MAP WE WERE RIGHT ON COURSE. I DON'T KNOW WHAT MIGHT HAVE TRIGGERED THE GPWS.

Synopsis :

B737-400 GPWS ALERT AND ESCAPE MANEUVER NEAR SIT, AK.

Time

Date : 199905

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SPA.Airport

State Reference : SC

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Challenger CI600

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5800

Experience.Flight Time.Last 90 Days : 158

Experience.Flight Time.Type : 373

ASRS Report : 436182

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4300

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 350

ASRS Report : 436183

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Aircraft Equipment : TCAS

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS DISPATCHED AS PIC OF A CL60. AT OUR DEP TIME OF AROUND XA30, THE SKY WAS CLR AND VISIBILITY WAS NEARLY UNRESTR. DURING MY DEP BRIEFING, I BRIEFED MY COPLT OF MY INTENTION TO DEPART VFR AND PICK OUR INST CLRNC UP ONCE AIRBORNE. OUR TKOF WENT WELL. AFTER GEAR AND FLAP RETRACTION, I REDUCED PWR AND LEVELED AT APPROX 2500 FT MSL (SPA FIELD ELEVATION IS 801 FT MSL), WHILE MY COPLT FINISHED THE AFTER TKOF AND BEGAN THE CLB CHKLISTS. DEPARTING THE PATTERN TO THE NW, WE NOTICED TFC ON THE TCASII DISPLAY, 2 ACFT AHEAD BOTH LESS THAN 2000 FT ABOVE US. AS ONE ACFT SHOWED SLIGHTLY R OF OUR COURSE 700 FT ABOVE, AND THE OTHER WAS ABOUT 1900 FT ABOVE US TO THE L (BOTH NEARING OUR ACFT ON APPARENTLY CONSTANT BEARINGS ON THE TCASII DISPLAY), I ELECTED TO DSND APPROX 200-300 FT TO PLACE 1000 VERT SEPARATION BTWN OUR ACFT AND THE CLOSER TARGET UNTIL WE GOT IT IN SIGHT VISUALLY. JUST AS I WAS ABOUT TO BEGIN THE DSCNT, WE GOT A MOMENTARY TA FROM TCASII. WE DSND'D TO APPROX 2200 FT MSL AND CONTINUED SEARCHING VISUALLY FOR BOTH TARGETS. STILL THINKING OF THE ELEVATION AT THE SPA ARPT (WHICH IS 801 FT), I ESTIMATED OUR ALT ABOVE THE GND WAS STILL OVER 1400 FT AGL. DUE TO THE SUBTLY RISING UNEVEN TERRAIN NW OF THE ARPT, OUR VISUALLY MAINTAINING ALT RESULTED IN THE ACFT'S APPARENTLY TOUCHING 1000 FT AGL ('1000' WAS RPTD BY THE VOICE ADVISORY SYS). UPON HEARING THE AUDIO CALLOUT, MY COPLT RESTATED '1000 FT, CLB.' I INITIATED A NEAR MAX PERFORMANCE CLB.

Synopsis :

WHILE OCCUPIED WITH LOCATING VISUALLY 2 ACFT DISPLAYING ON TCASII, FLC OF LTT ACFT COMES WITHIN 1000 FT AGL AND GETS GPWS WARNING.

Time

Date : 199905

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MLI.Airport

State Reference : IL

Altitude.MSL.Bound Lower : 2500

Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : MLI.TRACON

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 800

Experience.Flight Time.Last 90 Days : 400

Experience.Flight Time.Type : 95

ASRS Report : 436658

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.ATC Equipment.Other ATC Equipment : Radar

Independent Detector.Other.ControllerA : 3

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MY STUDENT AND I WERE GOING TO THE S PRACTICE AREA TO DO GND REF MANEUVERS. I DECIDED THAT THIS WOULD BE A GOOD INTRODUCTION TO IMC. I ASKED FOR AND RECEIVED AN IFR BLOCK ALT BTWN 3000-5000 FT. WE ENTERED THE CLOUDS AT APPROX 3000 FT. WE BROKE OUT ON TOP APPROX 3800-4000 FT. WHILE I WAS EXPLAINING THE IMPORTANCE OF TRUSTING YOUR INSTS AND NOT TRYING TO RELY ON VISUAL REFS, I NOTICED MY STUDENT SEEMED UNEASY NOT BEING ABLE TO SEE THE GND. I STARTED DOWN THROUGH THE CLOUDS. WE BROKE OUT BELOW THE CLOUDS, I GLANCED AT THE ALTIMETER. I THOUGHT IT READ 3500 FT. AS I CONTINUED TO DSND, I CALLED MOLINE DEP TO CANCEL IFR. THE CTLR THEN ADVISED ME THAT I WAS AT 2500 FT AND DSNDING. I IMMEDIATELY PITCHED TO REGAIN THE ALT OF 3000 FT. IN THE SAME XMISSION, THE CTLR CANCELED MY IFR AND I WAS TOLD TO MAINTAIN VFR. HOW THE PROB AROSE: I MISREAD THE ALTIMETER AND INADVERTENTLY WENT BELOW 3000 FT. CONTRIBUTING FACTORS: MY STUDENT'S UNEASINESS IN IMC DISTR MY ATTN FROM THE IMPORTANCE OF MY 3000 FT ASSIGNED ALT. HOW IT WAS DISCOVERED: WHEN I CALLED TO CANCEL IFR, ATC ADVISED ME THAT I WAS AT 2500 FT.

Synopsis :

WHILE GIVING IMC ORIENTATION TO STUDENT, INSTRUCTOR PLT DSND THROUGH ASSIGNED ALT.

ACN: 437033

Time

Date : 199905

Day : Mon

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : 002.Airport

State Reference : AL

Altitude.MSL.Single Value : 944

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BHM.Tower

Make Model : Fokker 100

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 437033

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Chart Or Publication

Problem Areas : Navigational Facility

Narrative :

THE APCH TO RWY 18 AT BHM IS marginally safe at best and is a setup for an accident at worst. RWY 5/23 was closed from XA00Z to XK00Z. As a result, we briefed the LOC RWY 18 APCH. It was my FO's leg and neither of us had flown to this RWY before. We were both acutely aware of the high terrain to the N of the field and paid particular attn to that fact in our APCH briefing. The only depiction of the high terrain is on the ARPT page. The WX was CLR with excellent visibility. BHM APCH CLRED us for the visual but we indicated we wanted to intercept the final outside of BASKIN and fly the final part of the LOC 18 APCH. Although not listed on the APCH page, there is a PAPI on the L side of RWY 18 which has been in use for about 1 yr. We calculated the appropriate VDP based on timing as well as on the IBXO DME. From the VDP it was CLR to us that if the field was not in sight at the 1300 FT alt at the IBXO 3.3 DME, it would not be possible to complete the APCH safely. The PAPI was visible from the 3.3 DME and we began a 700 FPM DSCNT when on GS. The FO and I were both bothered by the close visual prox of the GND while on the final stages of the APCH. At about 1 MI from touchdown, a car passed under us on an E/W road. It was BTWN 100 FT and 80 FT AGL. I again verified visually that we were on the PAPI glide path and that the glide path was visually correct with the RWY visual presentation. It was CLR that we were correct and the radio altimeter then began to show the GND dropping away a bit. We passed over the threshold at 50 FT AGL having been CTRED on the glide path the entire time. By use of the FT scale and the graphic presentation on the ARPT page, I believe the radio altimeter was accurate and that we were on or even slightly above the glide path when we had the 80-100 FT reading. How high are the trees on that hill? Although the APCH and LNDG were uneventful, the following probs are presented: 1) There is no note about the extremely close prox to high terrain when on this APCH. The mandatory ARPT review page does not address RWY 18 or RWY 36. 2) There is no PAPI depicted in commercial chart despite having been in svc for about 1 yr according to the BHM TWR. 3) Using a 3 DEG GS and an aim point 1000 FT down RWY 18, the 884 FT terrain 4000 FT N of the field calculates to a ht above GND of less than 100 FT. Trees are of course not included in this calculation. 4) RWY 18 slopes down to the S and complicates the LNDG. A 7100 FT RWY means a 6100 FT area to stop in and the downslope tends to have the effect of falling away from an ACFT in the flare. Unless you fly it on to the RWY fairly aggressively, the distance could be even less. 5) NOTAM 11/023 RPTS RWY 18 is ungrooved from 1550 to 2490. NOTAM 11/024 RPTS RWY 36 is ungrooved from 4610-5550 FT. This obviously would have an affect on stopping under most inst conditions, ie, a wet RWY. I respectfully submit the following recommendation: discontinue use of RWY 18 for company ops due to the high terrain present under the normal glide path. This is a dangerous APCH so prohibit it. If the use of RWY 18 is not prohibited, then I make the following recommendations: 1) include a picture of the RWY 18 and RWY 36 APCHS on the mandatory ARPT review pages. 2) include specific notes on the ops pages about the high terrain to the N giving radio altimeter readings of 80-100 FT, 1 MI N of the field. 3) restrict use of RWY 18 to day VFR conditions only and require the LOC RWY 18 APCH be flown. 4) update the BHM page forthwith to show the PAPI for RWY 18. To be blunt, I will not fly to this RWY in the WX or to a wet RWY. If it is the only RWY open in those conditions I will divert. Callback conversation with RPTR revealed the following info: the RPTR states that he has followed up with company, and they have issued a prohibition against using RWYS 18/36 except during day VFR conditions. He also stated that he did not see the rotating beacon on the hill approx 1 MI from the RWY. The GPWS indication did not show any red during the APCH, but varied from green to amber. The FO was flying the APCH and the CAPT monitored the DSCNT. He said that they did not exceed about 700 FPM rate throughout the final APCH, and that after LNDG, both PLTS debriefed their impressions to each other. They felt that they had taken prudent precautions, but that this APCH was hazardous.

Synopsis :

F10 CREW CONCERNED ABOUT PROX TO TERRAIN ON APCH TO RWY 18 AT BHM.

Time

Date : 199811

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MGGT.Airport

State Reference : FO

Altitude.AGL.Bound Lower : 388

Altitude.AGL.Bound Upper : 488

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : MGGT.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 350

ASRS Report : 437330

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Overshoot

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.ATC Equipment.Other ATC Equipment : PAPI

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE CONDUCTING THE VOR DME RWY 19 APCH INTO MGGT. IT WAS A LATE NIGHT ARR WITH LOW RAGGED CEILING AND RAIN. IT WAS MY FIRST FLT INTO MGGT, THE CAPT HAD BEEN THERE SEVERAL TIMES. THE CAPT WAS FLYING THE APCH AS REQUIRED BY COMPANY PROCS. DSCNT OUT OF ALT AND INITIAL STEP-DOWN XING ALTS WERE FLOWN PERFECTLY. WE PROMPTLY GOT TO THE PUBLISHED MDA OF 5440 FT TO LOOK FOR THE AIRFIELD, ACFT WAS HAND FLOWN. WE CALCULATED A VDP OF 1.6 DME, THERE ARE PAPI LIGHTS TO THIS RWY. AT ABOUT 2.6 DME WE ACQUIRED THE FIELD AND THE BELOW GS PAPI INDICATION. BECAUSE THE CAPT FEARED LOSING SIGHT OF THE FIELD IN THE RAGGED CEILING CONDITION, HE BEGAN A 500 FPM DSCNT IN ORDER TO MAINTAIN VISUAL CONTACT WITH THE FIELD. I IMMEDIATELY OBJECTED AND INSISTED UPON WAITING FOR THE CORRECT PAPI INDICATION. WE SHALLOWED OUR DSCNT BRIEFLY WHILE THE CAPT STATED HE MET THE CONDITIONS IN WHICH TO DSND BELOW CALCULATED VDP. WE WERE UNCOMFORTABLY CLOSE TO THE TOPS OF BUILDINGS AND A LARGE TWR IN THE APCH PATH. ONCE ACQUIRING THE CORRECT PAPI (ON GS) LIGHTS WE LANDED WITHOUT INCIDENT. OUR COMPANY'S OPS SPECS CLRLY DO NOT ALLOW AN EARLY DSCNT IN A SIT LIKE THIS. CONTRIBUTING FACTORS TO THIS NEAR ACCIDENT: 1) MISUNDERSTANDING BY CAPT OF FAR 121.651 AND COMPANY OP SPECS, 2) NIGHT CONDITIONS AND FATIGUE, 3) POOR WX/VISIBILITY, 4) HIGH TERRAIN/CHALLENGING NON-PRECISION APCH, 5) STRESS AND LANGUAGE BARRIER OF OPERATING IN A FOREIGN COUNTRY, AND 6) RELATIVE INEXPERIENCE TO THIS ARPT BY CREW.

Synopsis :

A B757 PIC DSND BELOW THE PUBLISHED MDA PRIOR TO THE CALCULATED VDP AT MGGT, FO.

ACN: 437396

Time

Date : 199905

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : NC

Altitude.MSL.Single Value : 800

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : FAY.TRACON

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 280

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 40

ASRS Report : 437396

Person / 2

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON MY WAY TO FAY ARPT FOR REFUELING, FAY ATIS WAS RPTING HIGH CEILING AND 10 MI VISIBILITY. APCHING FAY FROM THE SW, I HAD TO DSND TO 1000 FT TO REMAIN VFR AND I CONTACTED FAY APCH FOR LNDG. APPROX 8 MI FROM THE ARPT, VISIBILITY STARTED DECREASING RAPIDLY WITH HVY RAIN. I ADVISED APCH CTL I WAS GOING TO DO A 180 DEG TURN AND LAND AT A DIFFERENT ARPT DUE TO POOR VISIBILITY. AFTER TURNING AROUND I ENCOUNTERED MUCH LOWER VISIBILITY AND RAIN. I DSND TO ABOUT 800 FT MSL AND ENTERED BROKEN CLOUDS FOR APPROX 10-15 SECONDS. APCH CTL ADVISED ME OF A TWR AT MY 12 O'CLOCK AND 2 MI AND ADVISED ME OF A HDG TO AVOID IT SUGGESTED LNDG AT 5W4. SHORTLY THEREAFTER, I RETURNED TO VMC CONDITIONS AND LANDED UNEVENTFULLY AT 5W4.

Synopsis :

INADVERTENT ENTRY FROM VFR FLT CONDITIONS TO IMC LEADS SMA PLT TO POTENTIAL CFIT.

Time

Date : 199905

Day : Fri

Local Time Of Day : 1801 To 2400

Place

State Reference : NV

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 15000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC

Make Model : B757-200

Aircraft / 2

Controlling Facilities.ARTCC : ZLA.ARTCC

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 22000

Experience.Flight Time.Last 90 Days : 3000

Experience.Flight Time.Type : 210

ASRS Report : 437442

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 4

Resolatory Action.Other : Reminded Ctlr Of MEA

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : FAA

Narrative :

ACR X FLT AB CMH-LAS. WHILE ENRTE TO LAS AND PREVIOUSLY CLRED DIRECT TO NOOTN INTXN, THE FOLLOWING CLRNC WAS ISSUED BY ZLA (FREQ 124.2) CTLR: 'ACR X, CROSS NOOTN INTXN AT 11000 FT AND 250 KTS.' THE FO WAS OFF THE FREQ OBTAINING ARR ATIS. I QUESTIONED THE CTLR TO VERIFY HE WANTED NOOTN INTXN AT 11000 FT 250 KTS, AND HE REPEATED, 'CROSS NOOTN INTXN AT 11000 FT 250 KTS.' (PHIGG INTXN IS A PUBLISHED XING RESTR OF 11000 FT 250 KTS ON THE NOOTN 2 ARR.) DURING DSCNT THROUGH APPROX 15000 FT I HEARD ZLA ISSUE AN ACR Y FLT THE SAME CLRNC AND THE ACR Y CREW QUESTIONED THE CTLR AND MENTIONED THAT THAT ALT WAS 4000 FT BELOW THE MINIMUM ENRTE ALT AS DEPICTED ON THE NOOTN 2 STAR ARR. I THEN LOOKED CLOSER AT THE STAR AND SAW THE SEGMENT MINIMUM ENRTE ALT AT NOOTN INTXN OF 15000 FT. I IMMEDIATELY ARRESTED MY DSCNT AND TOLD THE CTLR WHAT ACR Y SAID AND ASKED FOR AND RECEIVED A CLRNC TO CLB BACK TO 15000 FT AT NOOTN INTXN. I WAS LATER GIVEN A CLRNC TO CROSS PHIGG INTXN AT 11000 FT 250 KTS. THIS SAME CLRNC TO CROSS NOOTN INTXN AT 11000 FT 250 KTS WAS ISSUED TO AT LEAST 2 OR 3 OTHER ACFT BY ZLA. HOWEVER, ACR Y WAS THE ONLY ONE TO NOTICE AND REMIND THE CTLR THAT IT WAS 4000 FT LOW! THANK YOU ACR Y -- WHOEVER YOU WERE! CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR WAS FLYING A B757-200 ACFT. HE COULD NOT BELIEVE THAT HE ACCEPTED THE ISSUED ALT. THE PLT IS VERY GRATEFUL THAT AT LEAST ONE PLT IN THE ARR STREAM QUESTIONED THE CTLR'S CLRNC.

Synopsis :

B757 WAS CLRED 4000 FT BELOW THE MINIMUM ENRTE ALT BY THE ZLA RADAR CTLR.

Time

Date : 199905

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.MSL.Bound Lower : 3100

Altitude.MSL.Bound Upper : 3500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : T75.TRACON

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 170

Experience.Flight Time.Type : 6000

ASRS Report : 437810

Person / 2

Function.Instruction : Trainee

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 10

ASRS Report : 437911

Person / 3

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 3000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 482

ASRS Report : 437912

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Returned To Original Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

FO FLYING DURING IOE WITH LINE CHK CAPT. ASSIGNED 3500 FT, DSNDING TO APPROX 3100 FT BEFORE CORRECTIVE ACTION TAKEN. CHK CAPT WAS DISTR BY FO CONTINUING BELOW MINIMUM MANEUVERING SPD AND RESPONDING TO ATC CALL OF TFC AND DID NOT CATCH ALTDEV SOON ENOUGH.

Synopsis :

ACR FLC DSNDING THROUGH ASSIGNED ALT ON APCH.

Time

Date : 199906

Place

Locale Reference.Airport : BOI.Airport

State Reference : ID

Altitude.AGL.Single Value : 2000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC

Controlling Facilities.Tower : BOI.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17300

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 10400

ASRS Report : 439097

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

APCHING BOISE, ZLC KEPT US HIGH DUE TO TFC. THE FO WAS FLYING. HE IS NEW TO THE AIRLINE AND THE B727. THE FO IS AN EXPERIENCED PLT, HAVING FLOWN WITH 3 OTHER AIRLINES, THE LAST AS A CAPT. I BELIEVE HE HAS 100 HRS ON THE B727. THE FO GAVE ME THE PLANE AS HE BRIEFED THE APCH. WHILE HE WAS BRIEFING THE APCH WE WERE CLRED FROM 13000 FT TO 11000 FT. I ANSWERED THE ALT CHANGE BUT I DID NOT DSND. THIS PUT US FURTHER BEHIND. I DID NOT REALIZE UNTIL LATER THAT THE FO WAS USING HIS FLT DIRECTOR, WHICH WILL ONLY REVERSE SENSE. HE GOT OFF COURSE EARLY IN THE APCH, WHICH I CAUGHT RIGHT AWAY, AND VOICED A CORRECTION. HE WAS BEHIND THE AIRPLANE SO I WAS SUGGESTING FLAPS AND GEAR ACTIONS. SOON I NOTICED THAT WE WERE TO THE R OF COURSE, INSIDE THE 9.1 DME FIX AND AT 4700 FT. THE MINIMUM AT THIS POINT IS 4900 FT. I BELIEVE I TOOK THE PLANE JUST BEFORE OR JUST AFTER THE GPS WARNING WENT OFF. I ONLY REMEMBER ONE VOICE WARNING. I KNOW THAT I BANKED L, SAW THE GND BELOW OUT MY SIDE WINDOW, THEN SAW THE GND, ARPT AND RWY OUT IN FRONT. I WAS ON WHAT LOOKED LIKE A NORMAL VFR APCH, NORMAL RATE OF DSCNT, NORMAL SPD, AND NORMAL THRUST SETTING. I BELIEVE THAT ALL 3 OF US WERE BEHIND. ON REVIEWING MY ACTIONS I COULD HAVE ASKED CTR FOR DSCNT AT THE APPROPRIATE TIME, THIS WOULD HAVE GIVEN US THE TIME TO BRIEF EARLIER AND TALKED ABOUT THE PROPER INST SETUP. I THINK THAT I SENSED THAT THE FO WAS BEHIND AND I WAS TRYING TO DO EVERYTHING MYSELF. RUSHING OR BEING BEHIND HAS NO PLACE IN THE COCKPIT. THE PROPER ACTION WOULD HAVE BEEN TO ABANDON THE APCH, GO AROUND AND DO THE APCH SETUP PROPERLY.

Synopsis :

POOR COCKPIT MGMNT AND COCKPIT RESOURCE MGMNT BY ACR FLC RESULTS IN ALT BUST AND GPWS BECAUSE OF TERRAIN CLOSURE.

Time

Date : 199905

Day : Fri

Local Time Of Day : 1801 To 2400

Place

State Reference : NM

Environment

Flight Conditions : VMC

Aircraft / 2

Make Model : Maule Aircraft Corp Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Experience.Flight Time.Total : 482

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 56

ASRS Report : 439151

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Ground Encounters.Other : OFF AIRPORT LANDING

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE INCIDENT ON JUN/XA/99, OCCURRED AFTER 7 HRS OF TRAVEL FROM ARKADDELPHIA, AR (M89), TO ROSWELL, NM (ROW). IN DALLAS THE WX INFO RECEIVED WAS SHOWING SCATTERED CEILINGS AT 4000 FT AND SAID TO BE IMPROVING AS WE NEARED OUR DEST. ALL CONVECTIVE WX AT THIS POINT WAS TO OUR N AND E. THE LAST FUEL STOP WAS LUBBOCK, TX. IN LUBBOCK THE LCL DTN SYS DID NOT INDICATE ANY SIGNIFICANT WX IN THE AREA OF OUR FINAL DEST. THERE WERE SOME INDICATIONS OF WX FORMING S AND W OF OUR DEST. I EXPECTED ISOLATED TSTMS IN THE AREA, AS THEY OCCUR EVERY DAY IN THE LATE AFTERNOON, DUE TO THE HEAT AND RISING TERRAIN. WX WAS NOT A SIGNIFICANT FACTOR FOR THE TRIP. THE WX NOW WAS CLR AND LOOKED CLR FOR AS FAR AS I COULD SEE. AT APPROX 60 MI FROM ROSWELL I RECEIVED ATIS, WHICH RPTD CLR WITH THE WINDS 120 DEGS AT 10 KTS. THE TIME AT THAT POINT WAS XX10, SO THE INFO WAS CURRENT. AS WE APCHED 50 MI, I NOTICED SOME CLOUD BUILDUP WITH PRECIPITATION AND OCCASIONAL LIGHTNING IN OUR FLT PATH. THE SHOWERS LOOKED ISOLATED AND I FIGURED THE WX WAS BTWN OUR PRESENT POS AND DEST. AT THAT POINT WE STARTED A DEV TO THE N AND ATTEMPTED TO RAISE FLT WATCH. THE ATTEMPT TO TALK TO FLT WATCH WAS UNSUCCESSFUL. AT THAT POINT I TURNED CHISIM VOR AND LISTENED TO HIWAS. THIS XMISSION WAS NOISY AND HARD TO UNDERSTAND, BUT DID UNDERSTAND THERE WAS A CONVECTIVE SIGMET ISSUED, BUT COULD NOT UNDERSTAND WHERE. NOW WE WERE 40 MI FROM ROSWELL AND CONTACTED APCH CTL WITH CURRENT ATIS AND STATED OUR INTENTIONS. WE MADE RADAR CONTACT AND WERE INFORMED THAT ATIS WAS NOT CURRENT, AND TO OUR S, 1 MI, WAS A LEVEL 6 TSTM WITH OTHERS BUILDING RAPIDLY OVER THE ARPT. I INFORMED APCH CTL THAT WE WOULD CONTINUE TO DEVIATE AND MAKE THE VISUAL APCH FROM THE N. I ALSO INFORMED THEM THAT I COULD NOT REACH FLT WATCH AND WAS UNAWARE OF SUCH WX. APCH CTL STATED THAT THE WX HAD JUST POPPED UP WITHIN THE LAST HALF HR FROM 'NOWHERE' AND WAS NOT EXPECTED. AS WE WERE APCHING 20 MI ON THE N SIDE OF ROSWELL, APCH RPTD FREQUENT LIGHTNING AND NICKEL AND DIME SIZE HAIL FALLING ON THE ARPT. WE RPTD THE SMOOTH AIR AND WX AT OUR POS AND OUR INTENTIONS TO CONTINUE CIRCLING UNTIL THE WX IMPROVED. APCH CTL AND I BOTH BELIEVED THE WX WOULD CALM OR PASS WITHIN THE NEXT 30-40 MINS. APCH CTL SAID THEY WOULD KEEP US INFORMED OF THE CONDITIONS. AT THAT POINT I BEGAN EVALUATING THE SIT AND MY OPTIONS. BEING CONCERNED WITH FUEL, I ESTIMATED THAT WE HAD 1.5 HRS OF FUEL WITH 30 MINS RESERVE TO SAFELY GET TO A DEST. THE PROB IS ROSWELL IS IN THE MIDDLE OF EVERYTHING AND CLOSE TO NOTHING. THE ONLY ARPT WITHIN A SAFE RANGE WAS FORT SUMNER BEING 55 MI. THE CHART INDICATED LIGHTING LIMITATIONS EXIST AND WITHOUT AN ARPT FACILITY DIRECTORY COULD NOT BE SURE LIGHTING WAS AVAILABLE. THE ONLY OPTION THEN WAS TO LAND AND WAIT OUT THE WX ON A PVT STRIP DIRECTLY BELOW OUR POS. IT WAS NOW APCHING DUSK AND THE WX WAS CONTINUING TO DETERIORATE. THE BEST OPTION SEEMED TO BE AN OFF ARPT LNDG AND LNDG WHILE WE STILL HAD SOME DAYLIGHT WAS VERY MUCH IN OUR BEST INTEREST. I CONTACTED APCH CTL AND STATED OUR INTENTIONS OF LNDG AND WAITING FOR THE WX TO PASS. THEY OFFERED NO OTHER SUGGESTIONS. WE HAD 3 OPTIONS: THE EL PASO NATURAL GAS STRIP, THE SVC ROAD TO EL PASO NATURAL GAS, OR THE HWY. THE HWY APPEARED TO BE UNDER CONSTRUCTION, SO NO MORE THOUGHT WENT TOWARD LNDG ON THE HWY. THE PVT STRIP SEEMED TO BE A SAFE OPTION. I CIRCLED THE STRIP AND MADE A LOW PASS TO CHK THE WIND AND TERRAIN. EVERYTHING APPEARED SAFE, SO I ATTEMPTED TO LAND. UPON TOUCHDOWN, THE SURFACE WAS SO ROUGH I ABORTED THE LNDG AND EXECUTED A GAR. THE ONLY OPTION NOW WAS THE SVC ROAD. I AGAIN MADE A LOW PASS TO OBSERVE THE LNDG SURFACE. THE ROAD WAS FAIRLY NARROW, I KNEW THERE WOULD NOT BE MUCH ROOM FOR ERROR, BUT STILL CONCLUDED EVERYTHING TO BE SAFE FOR LNDG. AS I MADE THE APCH FROM THE W TO E, I HAD A SLIGHT XWIND FROM THE S. UPON TOUCHDOWN I LOST SIGHT OF THE ROAD DIRECTLY IN FRONT OF ME AND HAD TO DEPEND ON THE EDGE OF THE ROAD AND R MAIN WHEEL FOR GUIDANCE. WHEN THE ACFT DRIFTED TO THE R, THE WHEEL ENTERED THE DITCH ON THE R SIDE OF THE ROAD. I THEN CORRECTED AND THE ACFT IMMEDIATELY WENT TO THE L SIDE OF THE ROAD. WANTING TO MAINTAIN POSITIVE CTL OF THE ACFT I ATTEMPTED TO EXECUTE A GAR, BUT BEING TOO SLOW WITH FULL FLAP REALIZED THE PLANE WAS NOT GOING TO FLY, I CONTINUED TO FLY AND MAINTAIN CTL INTO THE FIELD ON THE L SIDE OF THE ROAD UNTIL THE ACFT CAME TO A FULL STOP. NOW LOOKING BACK AT THE INCIDENT I CONCLUDE THAT THERE WERE A COUPLE OF THINGS THAT COULD HAVE BEEN EXECUTED MORE PRECISELY, BUT UNDER THE CIRCUMSTANCES COULD HAVE BEEN MUCH, MUCH WORSE. THERE WERE MINOR DAMAGES TO THE ACFT INCLUDING: TEARS IN THE FABRIC UNDER THE FUSELAGE AND HORIZ STABILIZER AND DAMAGE TO AND AROUND THE HOUSING OF THE L WING LNDG LIGHT. CONTRIBUTING FACTORS: WX, VISIBILITY, LIMITATIONS ON FUEL, LIMITATIONS ON ALTERNATES, DENSITY ALT, TIME. HUMAN FACTORS: FATIGUE, PRESSURE TO MAKE A DECISION BEFORE NIGHTFALL AND BEFORE THE WX PREVAILED.

Synopsis :

AN INSTRUCTOR PLT AND HIS STUDENT FLYING A MAULE 7 FROM M89 TO ROW ENCOUNTER WX ENRTE AND ELECT TO MAKE AN OFF ARPT LNDG.

ACN: 439625

Time

Date : 199905

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Altitude.MSL.Bound Lower : 5400

Altitude.MSL.Bound Upper : 5700

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : HNL.TRACON

Make Model : DC-10 Undifferentiated or Other Model

Person / 1

Function.Controller : Approach

ASRS Report : 439625

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Flight Crew : Second Officer

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Narrative :

ACFT X INBOUND TO HONOLULU INTL ARPT. THE PROB AROSE WHEN ACFT X RPTED IN ON MY FREQ WITH THE CURRENT ATIS AT 10000 FT AND UNABLE TO HOLD SHORT. ON INITIAL CONTACT I THOUGHT I GAVE ACFT X A 230 DEG HDG AND DSND THE ACFT TO 8000 FT TO EXPECT THE VISUAL APCH TO RWY 8L. AFTER I REVIEWED THE TAPES I REALIZED THAT I TOLD ACFT X, TO FLY HDG 230 DEGS, DSND AND MAINTAIN 3000 FT AND TO EXPECT THE VISUAL APCH TO RWY 8L. I THEN KEPT UP MY SCAN WITH OTHER ACFT ON FREQ. WHEN I GOT BACK TO ACFT X I NOTICED HIM AT 5700 FT. I IMMEDIATELY TOLD ACFT X TO MAINTAIN 8000 FT. ACFT X SAID HE READ BACK ON INITIAL CONTACT 3000 FT. AS I WAS GIVING 'LOW ALT ALERT CHK YOUR ALT IMMEDIATELY THE MVA IN YOUR AREA IS 6000 FT' MY ASSIST WAS BRINGING UP THE MVA MAP. I LOOKED AT HIS MVA MAP QUICKLY AND THEN TOLD ACFT X THE MVA IS 4700 FT. ACFT X SAID HE WAS CLBING TO 8000 FT. AT NO TIME DID I OBSERVE ACFT X DSND BELOW 5400 FT. HOW IT WAS DISCOVERED: I NOTICED IT WAS ABOUT THE SAME TIME THE PLT DID BECAUSE HE KEYED HIS MIKE RIGHT BEFORE I DID. I THEN WAITED FOR HIM TO FINISH HIS XMISSION. I THEN INSTRUCTED HIM TO MAINTAIN 8000 FT. CORRECTIVE ACTIONS: I TOLD THE PLT TO MAINTAIN 8000 FT BECAUSE I DIDN'T WANT HIM TO DSND ANY FURTHER AND I WANTED HIM TO CLB. FACTORS AFFECTING THE QUALITY OF HUMAN PERFORMANCE: WE JUST STARTED WORKING ON THE NEW EQUIP A MONTH AGO AND THE TFC WAS OF A MODERATE FLOW. PERCEPTIONS, JUDGEMENT AND DECISIONS: THE DSCNT TO 5400 FT WAS FROM THE INADVERTENT OR UNINTENTIONAL CALL OF MYSELF FOR HUMAN ERROR. THE 3000 FT ALT COMES FROM OUR ARRS INBOUND FROM THE SE BECAUSE WE NORMALLY PUT THEM ON A 285 DEG HDG AND DSND THEM TO 3000 FT. THE ACFT WHERE ACFT X WAS AT USUALLY GET A 230 DEG HDG AND DSND TO 8000 FT.

Synopsis :

ARR RADAR CTLR AT HNL INADVERTENTLY DSND AN ACR DC10 WELL BELOW THE MINIMUM VECTOR ALT (MVA).

Time

Date : 199906

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHF.Airport

State Reference : VA

Altitude.MSL.Single Value : 700

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : ORF.TRACON

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2400

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 1000

ASRS Report : 440717

Person / 2

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Executed Missed Approach

Resolatory Action.Controller : Issued Alert

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WAS RADAR VECTORED FOR NDB APCH TO RWY 2 AT PHF IN IMC. DID SUCCESSFUL INTERCEPT OF 032 DEGS INBOUND ABOUT 10 MI OUT. CLRED FOR APCH, MAINTAIN 2000 FT TILL ESTABLISHED ON THE INBOUND 032 DEG HDG, SWITCH TO TWR AT PHF. DID SO, AND PROCEEDED DOWN TOWARD PUBLISHED MDA OF 640 FT. TWR CALLED A 'LOW ALT ALERT' AT APPROX 700 FT. EXECUTED MISS AND WENT AROUND TO ILS RWY 7 AND LANDED. BROKE OUT AT 700 FT ON ILS. EVIDENTLY, THEY CALLED THE ALERT BECAUSE I WAS OUTSIDE OF ANHOW, THE FAF FOR THE NDB APCH AT RWY 2. NO FURTHER ACTION BY FAA. I THOUGHT I WAS INSIDE THE FAF OF ANHOW AND ITS 1100 FT XING ALT, AND PROCEEDED DOWN ONCE I WAS TRACKING THE 032 DEG RADIAL TO THE NDB INBOUND.

Synopsis :

INST RATED PVT PLT WAS ADVISED OF A LOW ALT ALERT BY THE TWR CTLR DURING AN NDB APCH DUE TO THE RPTR STARTING APCH DSCNT TOO EARLY OUTSIDE OF THE FINAL APCH FIX.

Time

Date : 199906

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : SC

Altitude.AGL.Bound Lower : 150

Altitude.AGL.Bound Upper : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Helicopter

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2200

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 1500

ASRS Report : 440778

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Observer

Person / 4

Function.Observation : Observer

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Consequence.FAA : Investigated

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON JUN/XA/99 I WAS FLYING TO XXX IN ANDERSON FOR A STATIC DISPLAY. ENRTE ALT WAS 600 FT AGL, 1400 FT MSL. PRIOR TO ARR AT LOCATION, DSNDDED TO APPROX 300-400 FT AGL. OVER PARKING LOT, TURNED R, THEN IMMEDIATE L WHEN COPLT ADVISED LNDG ZONE WAS IN SIGHT. A HIGH RECONNAISSANCE WAS PERFORMED AT 300-400 FT AGL WHILE IN ORBIT. I DSNDDED TO APPROX 200 FT TO PERFORM LOW RECONNAISSANCE AND DO A FINAL CHK FOR WIRES OR OTHER OBSTRUCTIONS IN THE LNDG ZONE. SHERIFF'S OFFICE PERSONNEL ON THE GND HAD CLRED LNDG ZONE AND HELI IN ALL PHASES OF FLT WAS GREATER THAN 500 FT FROM ANY PERSON ON THE GND. WHEN TURNING BASE TO FINAL, COPLT CALLED 'WIRES.' I TOOK EVASIVE ACTION BY TURNING HARD L AND CLBING. ONCE OUT OF SIT, COPLT WAS SPEAKING OF SAME WIRES I HAD VISUAL CONTACT WITH. A NORMAL STABILIZED APCH WAS COMPLETED AFTER AN ADDITIONAL ORBIT. DURING LNDG, WE WERE AT LEAST 100-150 YARDS AWAY FROM ANY PERSON ON THE GND. UPON LNDG WE WERE INFORMED OF COMPLAINT BEING FILED. COPLT AND I HAD MISUNDERSTANDING OF WIRES, THAT I FELT REQUIRED EVASIVE ACTION. SINCE THE AREA TO MY L I KNEW TO BE CLR, I TURNED L. NO DAMAGE WAS SUSTAINED. BETTER INTERCOCKPIT COM WILL BE IMPLEMENTED.

Synopsis :

FLC OF A GOV HELI APCHING, SURVEYING FOR WIRES AND LNDG AT A SHOPPING MALL FOR PUBLIC STATIC DISPLAY, RECEIVED A PUBLIC CITIZEN COMPLAINT FOR LOW FLYING. LCL LAW ENFORCEMENT OFFICERS WERE ON THE GND FOR CROWD CTL.

Time

Date : 199906

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RPLL.Airport

State Reference : FO

Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : RPMM.TRACON

Make Model : Widebody, Low Wing, 3 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 11500

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 1000

ASRS Report : 441573

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : Supervisor

Person / 4

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Independent Detector.Aircraft Equipment : GPWS

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS THE FO ON A FLT FROM NRT TO MNL, DESIGNATED BY THE CAPT AS THE PF. AFTER BLOCK-IN, A MECH ENTERED THE COCKPIT AND ASKED IF WE HAD EXPERIENCED ANY CTL PROBS. ANSWERING NO, HE THEN INFORMED US WE HAD VISUAL DAMAGE TO THE OUTBOARD L ELEVATOR. THE ONLY ABNORMAL EVENT DURING THE FLT WAS A GPWS ALERT 'TERRAIN, TERRAIN' ABOUT 30 NM NE OF MIA (MANILA) VOR WHILE DSCENDING THROUGH 8000 FT MSL. THE ALERT OCCURRED IMMEDIATELY AFTER ENTERING A SMALL AREA OF HVY RAIN. BOTH THE CAPT AND MYSELF STARTED THE ESCAPE MANEUVER, THEN REALIZING WE BOTH WERE MANIPULATING THE CTLS, I LET GO AND ANNOUNCED 'YOU HAVE THE ACFT.' A 'WINDSHEAR-WINDSHEAR' ALERT WAS HEARD. RECOVERING AT ABOUT 8000 FT MSL, THE AUTOPLT WAS RE-ENGAGED AND WE CONTINUED. AT 6 NM FINAL I DISCONNECTED THE AUTOPLT. DUE TO THE GPWS ESCAPE MANEUVER WE WERE HIGH AND REQUESTED A 360 DEG TURN. APCH CTL GAVE US VECTORS TO REINTERCEPT THE LOC. THE AUTOPLT WAS RE-ENGAGED. AGAIN AT ABOUT 6 NM FINAL, I DISCONNECTED THE AUTOPLT AND COMPLETED A NORMAL LNDG.

Synopsis :

AFTER LNDG, A MECH INFORMED FLC OF A WDB THAT HE FOUND DAMAGE TO ONE OF THE ACFT'S ELEVATORS. CREW SPECULATED THAT THE ONLY ABNORMAL FLT INCIDENT WAS DURING DSCNT WHEN THEY RESPONDED WITH AN ESCAPE MANEUVER TO A GPWS WARNING.

Time

Date : 199907

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : T75.TRACON

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1500

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 96

ASRS Report : 441635

Person / 2

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE FLT IN QUESTION WAS THE RETURN LEG OF A XCOUNTRY FLT FROM 3SQ TO COQ. THE ACFT SUFFERED FUEL STARVATION AT THE APPROX LOCATION LISTED UNDER LOCATION ABOVE. AN OFF-ARPT LNDG WAS MADE WITH NO DAMAGE TO THE ACFT, NO INJURY TO THE PLT/PAX, AND NO THREAT TO PERSONS OR PROPERTY ON THE GND. PRIOR TO DEP FROM COQ, THE PLT OBTAINED A WX BRIEFING FROM FSS BY TELEPHONE AND REVIEWED WX GRAPHICS FROM A PVT WX VENDOR. AN IFR FLT PLAN WITH AN ESTIMATED TIME ENRTE OF 4 HRS WAS FILED WITH THE FSS BRIEFER BASED ON A WINDS ALOFT FORECAST FOR THE RTE WHICH INDICATED THAT WINDS ACROSS THE RTE WERE FORECAST TO BE FROM THE WNW WITH VELOCITIES FROM 10-20 KTS. BASED ON THE COURSE DIRECTION FOR THE FLT (165 DEGS MAGNETIC AVERAGE), THE FORECASTED WINDS SHOULD HAVE RESULTED IN A XWIND OR SLIGHT TAILWIND. THE ACFT HAD BEEN TOPPED OFF WITH 48 GALLONS OF USABLE FUEL ON ARR AT COQ FROM 3SQ AND WAS VERIFIED FULL PRIOR TO TKOF. THE TRUE AIRSPD WAS ESTIMATED TO BE 118 KTS OVER A DISTANCE OF 280 NM RESULTING IN AN ESTIMATED NO-WIND TIME ENRTE OF 4 HRS 4 MINS. THE FLT PLANNED FUEL CONSUMPTION RATE WAS ESTIMATED AT AN AVERAGE RATE OF 9 GPH FOR THE 4 HR FLT FOR A TOTAL OF APPROX 36 GALLONS. WHICH SHOULD HAVE LEFT 12 GALLONS OR APPROX 1.25 HRS IN RESERVE. GND SPD ENRTE WAS LESS THAN ANTICIPATED BASED ON THE PREFLT INFO. AT APPROX 4 1/2 HRS INTO THE FLT WHILE DSNDRG THROUGH 3000 FT FROM A 5000 FT CRUISE ALT, AT THE REQUEST OF STL APCH CTL, THE ENG BEGAN TO STUMBLE. THE FUEL GAUGES APPEARED TO INDICATE THAT BTWN 5-10 GALLONS WERE REMAINING IN EACH TANK. THE PLT SWITCHED TANKS, TURNED ON THE AUX FUEL PUMP, AND THE ENG REGAINED PWR. THE PLT ADVISED ATC OF A FUEL EMER AND REQUESTED ASSISTANCE. HOWEVER, SHORTLY THEREAFTER, THE ENG BEGAN TO STUMBLE AGAIN AND EVENTUALLY STOPPED. THE CONDITIONS WERE VMC AT THE TIME. THE PLT ESTABLISHED BEST GLIDE SPD, PICKED A LNDG SPOT, LOOKED FOR CAR/TRUCK TFC AND LANDED WITHOUT INCIDENT ON A HARD SURFACED FARM ROAD. THE PLT THEN CONTACTED FSS BY TELEPHONE TO REQUEST THAT THEY ADVISE ATC THAT EVERYTHING WAS OK. THE PLT CONTACTED PERSONNEL AT THE JERSEYVILLE, IL, ARPT AND HAD 10 GALLONS OF FUEL DELIVERED TO THE FARM WHERE THE ACFT WAS LANDED. AFTER FUELING WITH THE 10 GALLONS, LCL RESIDENTS AND JERSEYVILLE ARPT PERSONNEL BLOCKED THE ROAD FROM VEHICULAR TFC AND A NORMAL TKOF WAS PERFORMED. THE PLT FLEW DIRECTLY TO THE JERSEYVILLE ARPT APPROX 14 NM FROM THE POINT OF TKOF. AN ADDITIONAL 25 GALLONS OF FUEL WERE TAKEN AT JERSEYVILLE ARPT. THE ACFT WAS THEN FLOWN THE REMAINING 17 NM TO THE ORIGINAL DEST, 3SQ, WITHOUT INCIDENT. THERE WERE SEVERAL FACTORS INVOLVED IN THE CAUSATION OF THIS INCIDENT. 1) WINDS ALOFT SIGNIFICANTLY DIFFERENT THAN THOSE FORECAST RESULTING IN A LOWER THAN EXPECTED GND SPD. 2) A FAILURE BY THE PLT TO RECOGNIZE THE EFFECT THE DIFFERENT WINDS WERE HAVING ON FUEL ENDURANCE AND TAKE POSITIVE ACTION. 3) AN OVERESTIMATION OF ANTICIPATED RESERVES. 4) TRUSTING AND/OR IMPROPERLY INTERPING THE FUEL GAUGES. AN INCIDENT OF THIS TYPE COULD BE AVOIDED BY TAKING POSITIVE ACTION WHEN IT IS RECOGNIZED THAT THE WINDS ALOFT AND GND SPD ARE DIFFERENT THAN PLANNED FOR AND NOT RELYING ON ANTICIPATED FUEL RESERVES TO COMPLETE A FLT.

Synopsis :

A COMMERCIAL INST RATED PLT FLYING PA28-181 NEAR STL EXPERIENCES TOTAL FUEL EXHAUSTION RESULTING IN AN OFF ARPT LNDG.

Time

Date : 199906

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RPMM.Airport

State Reference : FO

Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : RPMM.TRACON

Make Model : MD-11

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 600

ASRS Report : 441678

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DESCENDING FROM 8000 FT TO 7000 FT DURING THE APCH. AS WE WERE CLERED TO INTERCEPT THE LOC, IMC, WE EXPERIENCED HVY RAIN. WE GOT A GPWS WARNING, TERRAIN AND THE RADAR ALTIMETER RAPIDLY COUNTING DOWN. THE ACFT WAS ON AUTOPLT AT THE TIME OF THE ALERT. I TOOK CTL OF THE ACFT AND EXECUTED A GPWS ESCAPE MANEUVER. DURING THE RECOVERY WE ENCOUNTERED A WINDSHEAR ALERT.

Synopsis :

AN MD11 FLC RECEIVED A GPWS WARNING 'TERRAIN,' WHILE IN HVY RAIN, AND EXECUTED THE ESCAPE MANEUVER AT MNL.

Time

Date : 199907

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : UT

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3700

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 180

ASRS Report : 441854

Person / 2

Function.Observation : Passenger

Person / 3

Function.Observation : Passenger

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Consequence.FAA : Assigned Or Threatened Penalties

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE INCIDENT BEGAN AT HITE MARINA ARPT ON LAKE POWELL, UT. I WAS PART OF A GROUP OF 5 SIMILAR AIRPLANES THERE TO PICK UP A GROUP OF RIVER RAFTERS AND TAKE THEM BACK TO CANYONLANDS ARPT NEAR MOAB, UT. THE DIVIDING UP OF THE PAX TO EACH OF THE PLANES WAS HANDLED BY THE MAN IN CHARGE WHO ALSO HELD THE CONTRACT FOR THIS JOB. THE LOAD I WAS GIVEN WAS 5 MEN, 2 OF THEM QUITE LARGE, AND QUITE A LOT OF BAGGAGE. THERE WERE NO SCALES IN THE PLANE SO THERE WAS NO WAY TO KNOW EXACTLY WHAT THE LOAD WAS. HOWEVER, IT WAS CLR THAT IT CAME VERY CLOSE TO MAX WT. I REFUSED SOME OF THE BAGS AND PUT THEM ABOARD ANOTHER PLANE. I LOADED UP THE PAX AND PROCEEDED TO DEPART. THE TKOF WAS NORMAL AND ALTHOUGH I COULD FEEL THE WT OF THE PLANE, IT DID CLB OUT NORMALLY. THE WX WAS HOT WITH HIGH WINDS AND TURB AS IS USUAL FOR THIS LOCATION. THERE WERE ALSO UPDRAFTS AND DOWNDRAFTS. ON CLBOUT, I FLEW INTO ONE OF THESE DOWNDRAFTS AND THE PLANE BEGAN TO SINK. I WAS FLYING OVER THE RIVER, WHICH HAD STEEP CANYON WALLS. IN THIS DOWNDRAFT, I COULD NOT CLB OUT OF THE CANYON. I KNEW THAT EVENTUALLY THE DOWNDRAFT WOULD ABATE AND I COULD CLB OUT, BUT MY PAX WERE BEGINNING TO PANIC. 2 OF THEM WERE PLTS THEMSELVES. THE PAX SITTING BEHIND ME TOOK THE INITIATIVE WITHOUT MY ORDERS TO OPEN THE PLT SIDE DOOR AND THROW OUT ALL THE BAGS INTO THE RIVER BELOW, A LOAD OF PERHAPS 150 LBS. I DID NOT RESIST THIS MOVE AS TO DO SO MAY HAVE INCREASED THEIR PANIC. EVENTUALLY THE DOWNDRAFT ABATED AND THE PLANE CLBED OUT OF THE CANYON AND UP TO A SAFE ALT, THEN LANDED SAFELY AT CANYONLANDS. IN RETROSPECT, I BELIEVE THERE ARE A NUMBER OF WAYS THE INCIDENT COULD HAVE BEEN AVOIDED. I COULD HAVE BEEN MORE CONSERVATIVE ON THE LOAD AND REFUSED MORE BAGS. IT WAS CLR THAT THE LOAD WAS HVY. I HAD FLOWN OUT OF THIS SAME LOCATION WITH HVY LOADS AND I WAS OVERCONFIDENT ABOUT THE CAPABILITIES OF THE PLANE. ALSO, UNCONSCIOUSLY, I WAS RELYING ON THE JUDGEMENT OF 2 OF THE OTHER PLTS PRESENT. 1 OF THE 2 WAS THE MAN IN CHARGE OF THE OP. BOTH OF THESE PLTS HAD MUCH MORE EXPERIENCE AT THIS LOCATION THAN I DID. I COULD ALSO HAVE BEEN MORE COGNIZANT OF THE WX CONDITIONS AND COULD HAVE ALLOWED FOR THE POSSIBILITY OF DOWNDRAFTS.

Synopsis :

A C206 DEPARTED UT03 AND BEGAN DSNDRING OVER THE RIVER. THE DSCNT CAUSED 2 PAX PLTS TO START DISCARDING BAGGAGE UNTIL THE ACFT RESUMED CLBING.

Time

Date : 199906

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : FOK.Airport

State Reference : NY

Altitude.MSL.Bound Lower : 400

Altitude.MSL.Bound Upper : 500

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : FOK.Tower

Make Model : Gulfstream IV

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7600

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 1300

ASRS Report : 441970

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CAPT ACCEPTED ILS APCH CLRNC APPROX 3 NM OUTSIDE ILS RWY 24 FAF TO FOK. ACFT WAS VERY HIGH ABOVE REQUIRED ALT AND VERY FAST (APPROX 230 KTS). NEW YORK APCH ASKED CREW IF THEY WOULD BE ABLE TO DSND TO CLRED ALT IN TIME TO EXECUTE THE ILS APCH AND THE CAPT ANSWERED AFFIRMATIVELY. IN HASTE TO DSND, CAPT FLEW ACFT BELOW GS INSIDE MM (APPROX 3000 FPM DSCNT RATE) AND DRIFTED L OF COURSE OFF LOC. NEW YORK ISSUED A LOW ALT WARNING THROUGH CTL TWR 2 TIMES. ACFT WAS STILL IN HVY MIST ON APPROX 2 1/2 - 3 MI FINAL WHEN FO ASKED CAPT IF A GAR (MISSED APCH) WAS GOING TO BE EXECUTED. FO THEN ADVISED CAPT THAT A FULL SCALE DEFLECTION OF BOTH THE GS AND LOC HAD OCCURRED AND CALLED FOR A MISSED APCH. CAPT IGNORED MISSED APCH CALL AND SAID SHE HAD THE ARPT IN SIGHT. FO DID NOT CONCUR BUT CAPT EXECUTED VISUAL APCH ANYWAY AND ROLLED OUT ON FINAL WITH BOTH VASI LIGHTS RED AND GPWS ACTIVATED. TWR INQUIRED IF EVERYTHING WAS ALL RIGHT AND CLRED ACFT TO LAND.

Synopsis :

A GULFSTREAM 4 CAPT COMPLETED AN UNSTABILIZED APCH WITH A NEAR CFIT AGAINST THE FO'S OBJECTIONS AT FOK.

Time

Date : 199907

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : AGS.Airport

State Reference : GA

Altitude.MSL.Bound Lower : 1800

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC

Make Model : MD-88

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 442158

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.ATC Equipment.Other ATC Equipment : Radar

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

FLT DEPARTED LATE. BY DEST ETA, FIELD WILL BE UNCTLED. FO FLYING. CAPT ON RADIOS. CAPT LONG TIME SINCE FLYING INTO UNCTLED FIELD. AFTER DEP FROM ATL, ZTL GAVE AGS WX AS 35 BROKEN, 6 TSTMS MIST 23/23/003 RWY 17 IN USE. ATC CLRED US DIRECT CARDO INTXN ABOUT 40 MI OUT. AFTER DSCNT TO 5000 FT, GAVE US 'CROSS CARDO AT 3000 FT, CLRED ILS RWY 17 APCH TO AGS.' A VERY LARGE LEVEL 3 ECHO PRESENT JUST W OF CARDO ON RADAR, SO AS WE APCHED CARDO WE ASKED IF WE COULD PASS CARDO AND REINTERCEPT LOC FROM THE E SIDE BTWN CARDO AND MASTY TO AVOID WX. ATC SAID 'APPROVED AS REQUESTED, RPT RE-ESTABLISHED ON ARR.' WX WASN'T AS BAD AS RPTD. VISIBILITY ALLOWED US TO SEE THE ARPT AND BEACON. CAPT WAS TALKING TO ATC AND MAKING POS CALLS ON CTAF AT THIS TIME. WE STAYED ON APPROX 100 DEG HDG FOR LESS THAN 1 MIN AND MADE OUR TURN ON THE BACK SIDE OF THE ECHO TO REINTERCEPT ABOVE MASTY. AS WE DID, WE BEGAN OUR DSCNT TO 1800 FT FOR XING AT MASTY. CAPT TRIED CALLING ATC TO TELL THEM FIELD IN SIGHT, BUT THEY DID NOT ACKNOWLEDGE. WE DID NOT GO MORE THAN 3 MI L OF LOC N OF EMRNB, BUT AS WE DSNDED ATC SAID WE WERE GOING BELOW MVA. AN IMMEDIATE CLB TO 2000 FT (PATTERN ALT) MADE. CAPT TOLD ATC FIELD IN SIGHT. WE CROSSED MASTY AT 2000 FT SLIGHTLY L OF LOC. ATC CLRED US FOR VISUAL AT THIS TIME. PLT CTLED LIGHTING RWY LIGHTS ON AS WE CROSSED MASTY. FINAL POS RPTS MADE ON CTAF FOLLOWED BY AN UNEVENTFUL LNDG AT AGS. CONTRIBUTING FACTORS: 1) LATE AT NIGHT. 2) CAPT LONG TIME SINCE GOING TO AN UNCTLED FIELD. 3) WX CAUSING DEV. 4) CONFUSION WITH CLRNC 'RPT RE-ESTABLISHED ON ARR' AFTER CLRED FOR APCH. 5) LATE TURNING ON PLT CTLED LIGHTING APCH LIGHTS. WOULD HAVE HELPED IF THEY WERE ON NLT CARDO. 6) FO DID NOT CATCH PLT CTLED LIGHTING NOT ON TILL LATE.

Synopsis :

MD88 FLC DSNDS BELOW MVA APCHING AGS.

Time

Date : 199907

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MNN.Airport

State Reference : OH

Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Mooney Acft Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 360

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 12

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Became Reoriented

Resolutive Action.Flight Crew : Regained Aircraft Control

Consequence.Other : Aircraft Damaged

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

FERRYING ACFT TO BUILD TIME. DUE TO TIME CONSTRAINTS AND AVAILABILITY I HAD NOT HAD DINNER THE PREVIOUS NIGHT AND NO BREAKFAST THAT MORNING. I PLANNED ON MARION TO BE A FUEL AND LUNCH STOP. I BEGAN MY DSCNT FROM 9500 FT MSL ABOUT 20 MI OUT. DUE TO HAZE AND UNFAMILIARITY WITH AREA I DID NOT LOCATE ARPT. I WAS TAKING PRECAUTIONS NOT TO SHOCK COOL ENG. WHEN I GOT TO TPA OR 2000 FT MSL I STILL DID NOT HAVE ARPT IN SIGHT. I CIRCLED N OF THE TOWN OF MARION THEN BACK TOWARD THE TOWN OF MARION. OVER MARION I TURNED W, ALL THIS TIME I HAD NOT INCREASED PWR AND HAD BACK PRESSURE ON THE YOKE. UPON TURNING E OVER THE TOWN I WANTED TO CHK MY FLT GUIDE AGAIN FOR RWYS AND RADIO FREQS. IT WAS IN THE REAR SEAT AND HAD FALLEN TO THE FLOOR. I FOUND THE WESTERN THEN CENTRAL, UPON LOCATING MY EASTERN FLT GUIDE, I HEARD A LOUD 'BANG' TO MY L. UPON LOOKING UP I SAW I WAS VERY LOW ABOUT 200 FT AGL AND IMMEDIATELY INCREASED PWR AND PULLED UP. I FOUND THE AIRFIELD DIRECTLY IN FRONT AND LANDED. I FOUND OUT I HAD HIT A FIBERGLASS ANTENNA AND IT HAD MADE A DENT IN MY OUTBOARD LEADING EDGE. PRAISE GOD I AM STILL ALIVE.

Synopsis :

MOONEY PLT HIT AN ANTENNA.

Time

Date : 199907
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Altitude.MSL.Bound Lower : 1200
Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : PHL.TRACON
Controlling Facilities.Tower : PHL.Tower
Make Model : A320

Component / 1

Aircraft Component : PFD
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 16000
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 50
ASRS Report : 443638

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3600
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 70
ASRS Report : 443639

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain
Anomaly.Altitude Deviation : Overshoot
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Controller : Issued Alert
Consequence.FAA : Reviewed Incident With Flight Crew
Consequence.Other : Company Review

Supplementary

Problem Areas : Aircraft
Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

BEING VECTORED FOR AN ILS RWY 9R AT PHL, THE ACFT INITIALLY TURNED ONTO COURSE THEN TURNED BACK TO THE ORIGINAL INTERCEPT HDG (AS A FALSE SIGNAL FADES OR AN EARLY TURN-ON, THEN CORRECTING BACK TO A REAL TURN-ON/COURSE CORRECTION) AND NEVER CAPTURED THE LOC. I DISCONNECTED THE AUTOPLT AND HAND FLEW THE COURSE ON THE EFIS FINAL APCH COURSE. THE GS WAS INTERMITTENT AND I STARTED DOWN IN VISUAL CONDITIONS IN HOPES TO RECEIVE A GOOD LOC AND GS BY 1000 FT. LCL CTLR ISSUED A LOW ALT WARNING AND I LEVELED OFF AT ABOUT 1200-1400 FT. UPON SEEING THE RWY AND DECIDING THE APCH AND LNDG WOULD BE TOO STEEP, I ELECTED TO GO AROUND AND INFORMED THE FO THAT WE WOULD BE GOING AROUND. UPON THE SUCCESSFUL ACCOMPLISHMENT OF ANOTHER APCH AND LNDG, WE CONTACTED PHL TWR BY TELEPHONE (AN ACR FLT WENT AROUND BEHIND US AND A CARGO FLT WENT AROUND BEHIND THEM). WE WERE TOLD BY THE PHL FAA THAT IN DEPWING ILS RWY 27R AND PWRING UP ILS RWY 9R WE WERE CAUGHT IN THE GRAY AREA OF ELECTRONICS AND OUR AB320 BASICALLY DIDN'T KNOW WHAT TO DO. THE TWR CHIEF GAVE US HIS APOLOGIES. SUPPLEMENTAL INFO FROM ACN 443639: THE ACFT INITIALLY CAPTURED AND TURNED ONTO THE FINAL APCH COURSE BUT THEN TURNED BACK TOWARD THE LOC INTERCEPT HDG, WHICH PUT THE ACFT TO THE R OF THE FACILITY. PORTIONS OF THE RWY COULD BE SEEN AND THE WX WAS RPTD VFR WITH NO CLOUD LAYERS BELOW 3000 FT. THE APCH WAS CONTINUED WITH INTERMITTENT GS INDICATIONS. END OF THE RWY WAS NOT VISIBLE DUE TO A LOW FOG BANK. DISCUSSIONS WITH A TWR SUPVR REVEALED THAT THE ILS FREQ TO RWY 9R HAD NOT BEEN FULLY PWRED UP WITH 'GREEN INDICATIONS' PRIOR TO OUR APCH. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE FO STATED THAT THE ILS APCH WAS A 'CONVERGING ILS' TO RWY 9R, WITH HIGHER MINIMUMS THAN THE 'NON CONVERGING' APCH. HIGHER MINIMUMS ARE REQUIRED SINCE RWY 17 IS ALSO USED FOR AN ILS APCH AT THE SAME TIME. THE CEILING HAD BEEN MISREPRESENTED AS 7000 FT SCATTERED, VFR, NOT THE ACTUAL CEILING OF 400 FT BROKEN, SO THE APCH WOULD HAVE TO HAVE BEEN ABANDONED ANYWAY FOR WX MINIMUMS. THE FO SAID THAT HAD THEY BEEN IMC, THEY WOULD NOT HAVE BEEN 'SUCKERED' INTO TRYING TO SAVE THE APCH BUT WOULD HAVE GONE AROUND SOONER. THE COORD BTWN THE TWR AND APCH COULD HAVE BEEN BETTER EXECUTED. THE FO FURTHER SAID THAT HE COULDN'T RECALL SEEING THE IDENT OF THE ILS ON THE CONSOLE AND THEY HAVE NOT BEEN 'TRAINED' TO LISTEN TO THE AURAL IDENT. THEY DID NOTE THE 'ARMED' ANNUNCIATOR LIGHT GO TO 'HDG' AFTER THE ILS PROB STARTED. FO CITES LOW EXPERIENCE LEVEL AS BEING CONTRIBUTORY TO THIS INCIDENT.

Synopsis :

AN A320 MAKES A GAR WHEN THE LOC AND GS FAILS TO GIVE THE FLC A RELIABLE SIGNAL FOR THEIR CONVERGING ILS APCH TO RWY 9R AT PHL, PA.

Time

Date : 199907
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Altitude.MSL.Bound Lower : 1200
Altitude.MSL.Bound Upper : 2100

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower
Make Model : B737-300

Person / 1

Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1500
ASRS Report : 443877

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

COPLT WAS FLYING AND CLRED FOR APCH PHL ILS RWY 27R. AFTER CLRED TO 2100 FT MSL, COPLT WAS TRYING TO GET AUTOPLT TO LOCK ON FOR ILS TO RWY 27R TURNING R TO SPEEZ (OM). DURING LNDG CHKLST, ACFT STARTED DSNDING THROUGH 2100 FT MSL AFTER SPEEZ AT AROUND 1500 FPM. AFTER I MENTIONED OUR ALT AND BEING 2 DOTS LOW ON GS, HE STARTED LEVELING OFF AT 1200 FT MSL, AT WHICH TIME TWR ASKED US TO CHK OUR ALT BECAUSE THEY WERE GETTING A LOW ALT ALERT. COPLT MAINTAINED 1200 FT MSL UNTIL GS RECAPTURE TO AN UNEVENTFUL LNDG. IT APPEARED THAT WE LOST TRACK OF RATE OF DSCNT WHILE LOOKING AT THE GND FOR A VISUAL REF TO OUR POS. ALSO, HIS ATTEMPTS TO LOCK ON WITH AUTOPLT FAILED FOR SOME REASON (UNNEEDED DISTR). OUR VISIBILITY STRAIGHT AHEAD WAS APPROX 2 SM, BUT WE COULD SEE THE GND CLRLY. I'M NOT SURE IF HE WAS LOOKING AT AIRSPD BUG AND TRYING TO SLOW ACFT OR NOT, BUT HIS SCAN FAILED TO SEE THE DEV (LOW) OF OUR GS. DOING THE LNDG CHKLST CAUSED ME TO NOT CATCH OUR DEV (LOW) UNTIL 1500 FT MSL, AT WHICH TIME CORRECTIONS WERE PUT INTO PLACE TO LEVEL OFF. I THINK A LITTLE EARLIER PREPARATION ON BASE LEG COULD HAVE HELPED US FROM BEING RUSHED ON FINAL. COPLT USING RAW DATA TO MANUALLY FLY APCH INSTEAD OF WASTING PRECIOUS TIME TRYING TO GET THE AUTOPLT TO CAPTURE THE APCH WAS ESSENTIAL. ONCE HE DID THAT, REMAINDER OF APCH AND LNDG WERE FINE.

Synopsis :

PLT FUSSING WITH AUTOPLT GOES BELOW GS UNTIL GIVEN AN ALERT BY TWR AND HE RETURNS TO FLYING THE ACFT.

ACN: 444000

Time

Date : 199907

Day : Mon

Local Time Of Day : 0601 To 1200

Place

State Reference : CA

Altitude.MSL.Single Value : 1820

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Make Model : PA-60 600 Aerostar

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4400

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 3800

ASRS Report : 444000

Person / 2

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Controller : Issued Advisory

Resolutive Action.Controller : Provided Flight Assist

Resolutive Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

INBOUND I WAS ABOVE CLOUDS WHICH CHANGED FROM OVCST TO BROKEN TO SCATTERED. AFTER DSNDING TO THE MDA I ENCOUNTERED A SCATTERED AREA WITH THE GND CLRLY VISIBLE AND STARTED A DSCNT BELOW THE MDA AND WAS THEN ADVISED BY WHP TWR THAT SOCAL HAD DECLARED A LOW ALT ALERT (I WAS 100 FT BELOW THE MDA). I CLBED BACK TO MDA, RPTED THE FIELD IN SIGHT TO WHP AND BEGAN MY DSCNT AGAIN FOR LNDG.

Synopsis :

AN ATP RATED PLT FLYING A PIPER AEROSTAR INTO WHP RECEIVES LOW ALT ALERT FROM ATC WHILE ON THE FINAL APCH SEGMENT OF A NON PRECISION APCH.

ACN: 444430

Time

Date : 199907

Day : Fri

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : OME.Airport

State Reference : AK

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAN.ARTCC

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Component / 1

Aircraft Component : GPWS

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10500

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 300

ASRS Report : 444430

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.Flight Crew : Executed Go Around

Resolutive Action.Flight Crew : Exited Adverse Environment

Resolutive Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

RECEIVED A GPWS WARNING OF TERRAIN AND TO IMMEDIATELY CLB. WE WERE ON COURSE AT GLIDE PATH INTERCEPT ALT OR ABOVE. I IMMEDIATELY ADDED MAX PWR, CLBED AND CHKED THE SPD BRAKE STOWED. THE WARNING DID NOT STOP EVEN WITH A HIGH RATE OF CLB, SO I TURNED L TO MOVE OUT OVER THE WATER. THE WARNING SOON STOPPED. I'D BEEN WARNED REGARDING A SMALL HILL ON APCH THAT MAY SET OFF THE GPWS AT TIMES. WITHOUT KNOWING THE TRUE CAUSE OF THE WARNING, I INITIATED A CLB. WHEN IT DIDN'T STOP, I FELT A TURN TOWARD THE BEACH WAS NECESSARY. WE ADVISED ZAN AND CLBED OUT TO INTERCEPT THE ARC BACK IN WITHOUT INCIDENT.

Synopsis :

FLC RESPONDS TO GPWS DURING ILS APCH TO OME.

Time

Date : 199908

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CVG.Airport

State Reference : OH

Altitude.AGL.Bound Lower : 700

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : CVG.Tower

Make Model : Regional Jet C165

Component / 1

Aircraft Component : Autoflight System

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3400

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 1500

ASRS Report : 445287

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Executed Missed Approach

Resolutive Action.Controller : Issued New Clearance

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE DAY PRIOR TO THIS INCIDENT THE FLC HAD BEEN UP SINCE XA00 AT HOME AND WORKED UNTIL XP40 PM (STARTED AT XB50 AM). WE FLEW 7 LEGS (7 HRS AND 40 MINS). WE WERE FLYING FROM DES MOINES TO CINCINNATI WITH 8 HRS OF REST. CAPT WAS FLYING ON BASE LEG FOR THE ILS RWY 36L AT CINCINNATI, CAPT DISCOVERED A PROB WITH THE FLT SPOILERS. HE WAS DISTRACTED WITH THAT AND I HAD THE EMER CHKLIST OUT IN CASE. WE WERE CLRED FOR THE APCH. THE CAPT DID NOT ARM THE APCH MODE ON THE AUTOPLT. HE HIT THE NAV BUTTON. THE AUTOPLT CAPTURED THE LOC BUT NOT THE GS. I STATED THAT 'THE GS IS BELOW US' (WE WERE HIGH). THE CAPT SAID 'UN HUH' AND DIALED IN A STEEPER DSCNT ON THE VERT SPD MODE. (THIS WON'T CAPTURE THE GS.) MAKING THINGS WORSE, HE HAD DIALED A HIGHER ALT IN THE AUTOPLT (5000 FT?) FOR THE MISSED SO WE DIDN'T HAVE ANY WARNING THAT WE WERE GOING BELOW ALT, UNTIL THE PLANE YELLED 'GS, GS.' WE WERE AT THE BASE OF THE CLOUDS AT 700 FT AGL MAYBE 2-3 MI FROM THE RWY. WE WENT AROUND. WE INFORMED THE FLT ATTENDANT AND PAX THAT WE DID A GAR FOR TFC. WE SHOT ANOTHER ILS RWY 36L. THIS ONE WAS UNEVENTFUL. THIS WOULDN'T HAVE HAPPENED IF WE HADN'T BEEN DISTRACTED AND SLEEPY DURING A BUSY PHASE OF FLT.

Synopsis :

GPWS BELOW GS WARNING SAVES THE DAY FOR AN ACR CREW.

ACN: 445770

Time

Date : 199908

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : LGA.Airport

State Reference : NY

Altitude.MSL.Bound Lower : 2600

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : Mixed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 445770

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON ARR AND DSCNT INTO LGA, APCH CTL GAVE US DIRECT TO LGA WHICH TOOK US DIRECTLY OVER THE TWIN TRADE TOWERS. WE WERE AT 3000 FT AND GIVEN A DSCNT TO 2700 FT. WE WERE TOLD THAT WE WERE FOLLOWING A JET OVER THE OM, BUT DID NOT HAVE TARGET IN SIGHT DUE TO CLOUD LAYER BELOW US. CTLR GAVE US DSCNT TO 2600 FT WHEN WE ASKED IF WE WERE IN FAST ON A VECTOR FOR RWY 4. THE RESPONSE WAS YES, CLRED FOR THE VISUAL BEHIND TFC WHICH WE NEVER RPTED AS IN SIGHT. WE WERE NOW INSIDE OF PETHS ONLY 2 MI OUT AND STILL AT 2600 FT. I WILL NEVER TRUST LGA APCH AGAIN TO PROVIDE SAFE INTERVAL OR ALLOW FOR A NORMAL DSCNT FOR LNDG. THIS IS MY THIRD SUCH INCIDENT ON THE BACK SIDE OF THE CLOCK NIGHT ARR THAT NEED NOT REQUIRE A HIGH DSCNT RATE TO RECOVER. THE SINK RATE GPWS ON SHORT FINAL WAS AUDIBLE IN THE CABIN. ONLY 2 CALLS WERE GIVEN BUT A GAR WOULD HAVE BEEN MORE PRUDENT. NORMAL DSCNT FOR LNDG. THIS IS MY THIRD SUCH INCIDENT.

Synopsis :

PLT COMPLAINS OF UNSATISFACTORY SET UP FOR APCH BY APCH CTLR REFING TFC SPACING, WX CONDITIONS AND ALT ASSIGNMENTS.

Time

Date : 199908

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LEB.Airport

State Reference : NH

Altitude.AGL.Single Value : 2

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LEB.Tower

Make Model : Christen Eagle II

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1300

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 800

ASRS Report : 445786

Person / 2

Function.Observation : Observer

Person / 3

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Consequence.Other : Aircraft Damaged

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON FINAL APCH TO LEB RWY 18 ACFT STRUCK LIGHT STANDARDS AT APCH END OF RECENTLY DISPLACED RWY 18/36. THESE LIGHTS SHOULD BE FLUSH WITH RWY AND NOT ON 2 FT HIGH STANDARDS. CALLBACK CONVERSATION WITH TWR CTLR REVEALED THE FOLLOWING INFO: DURING A CALLBACK WITH AN LEB TWR CTLR, THE ANALYST LEARNED THAT THERE IS NO DISPLACED THRESHOLD LOCATED AT LEB. HOWEVER, RWY 18/36 HAS RECENTLY BEEN LENGTHENED FURTHER S. IN THE PAST, THIS RWY ENDED IN A CLIFF BELOW WHICH IS A MAJOR INTERSTATE FREEWAY. THE ARPT PAVED A THRESHOLD OVERRUN AREA, WHICH HAD PREVIOUSLY BEEN TURF. THEY PAINTED THE OVERRUN WITH CHEVRONS, BUT MAINTAINED THE REGULAR REILS THAT HAD BEEN THERE ORIGINALLY. FOR THE LAST 30 YRS, THE LIGHTS HAVE ALWAYS BEEN LOCATED 300 FT FROM THE END OF THE RWY ON 2 FT TALL STANDARDS. ACCORDING TO THE TWR CTLR, THE CHRISTEN EAGLE PLT, WHO HAS FLOWN OUT OF THIS ARPT FOR SOME 20 YRS, WAS FLYING HIGH SPD, LOW PASSES OVER THE FIELD FOR THE BENEFIT OF A PHOTOGRAPHER. THE CTLR WITNESSED THE PLT GOING LOWER FOR EACH PASS AT THE BEHEST OF THE PHOTOGRAPHER. WHEN THE CHRISTEN EAGLE HIT THE 2 FT TALL LIGHT STANDARDS, HE WAS FLYING AT A VERY HIGH SPD. THE CTLR DESCRIBED BEING VERY UPSET TO SEE BOTH OF THE ACFT'S WINGS DAMAGED WHILE IN FLT AND SAID, 'THIS WAS A VERY BAD THING.'

Synopsis :

A PVT PLT FLYING A CHRISTEN EAGLE ON FINAL APCH TO LEB, DECLARED THAT HE HAD STRUCK LIGHT STANDARDS THAT WERE 2 FT TALL ON A RECENTLY DISPLACED RWY (18-36). HE ASSERTED THAT THE LIGHTS SHOULD BE FLUSH WITH THE RWY.

Time

Date : 199908

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : NC

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : IMC

Component / 1

Aircraft Component : Air/Ground Communication

Aircraft Reference : X

Problem : Malfunctioning

Component / 2

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1800

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 200

ASRS Report : 445974

Person / 2

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Aircraft

Narrative :

UPON DEP FROM CLT I WAS CLRED TO THE IFR FILED ALT OF 6000 FT. 20 MINS INTO THE FLT AFTER SWITCHING FREQS FROM DEP TO CTR AND CTR AGAIN, I RECEIVED THE FOLLOWING CLRNC: N-NUMBER CLRED TO DIRECT TO BROAD RIVER (NDB) CLRED FOR ILS RWY 34, RPT PROC TURN INBOUND. I PROCEEDED TO GO DIRECT TO BROAD RIVER (BRA) WHEN THE RADIOS WENT DEAD AND THE RED FLAGS APPEARED ON THE HSI AND #2 VOR/GS. ADF NEEDLE STOPPED MOVING. HAVING LOST ALL MEANS OF COM AND NAV I CONTINUED TO FLY LAST ASSIGNED HDG AND ALT WHILE TRYING TO TROUBLESHOOT THE RADIO FAILURE POSSIBLE CAUSES. ABOUT 15-20 MINS, AFTER HEARING SOME STATIC COMING FROM COM #1, I WEDGED A PEN UNDER THE RADIO TO SHIMMY IT UP, WHICH BROUGHT THE RADIOS BACK. IMMEDIATELY CONTACTED ATC, INFORMED THEM OF WHAT HAD HAPPENED AND WAS IMMEDIATELY GIVEN A CLB TO 7000 FT AND A VECTOR AROUND. THE REST OF THE FLT WAS NORMAL TILL LNDG. AT THIS TIME I WAS ADVISED TO CALL ATL AIR MGR. AFTER CALLING HIM, HE INFORMED ME THAT I HAD FLOWN OVER A 5500 FT MOUNTAIN AT 6000 FT AND HE WAS REFERRING THIS TO ATL FSDO. I WAS AT THE LAST ASSIGNED HDG AND ALT BY ATL WHEN THE RADIOS FAILED UNTIL I EITHER COULD RE-ESTABLISH COMS OR UNTIL I GOT TO AN AREA OF VFR CONDITIONS TO THE SW OF ASHEVILLE.

Synopsis :

PLT OF AN AIR TAXI CARGO PIPER PA31 LOST RADIOS FOR SHORT TIME RESULTING IN ARTCC CTLR NOT BEING ABLE TO CLR RPTR TO A HIGHER ALT FOR TERRAIN CLRNC.

Time

Date : 199908

Day : Sat

Local Time Of Day : 0601 To 1200

Place

State Reference : NJ

Altitude.MSL.Single Value : 1260

Environment

Flight Conditions : IMC

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 446714

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Airspace Violation : Entry

Anomaly.Altitude Deviation : Overshoot

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

TAKEN FIRST MISSED APCH (APPARENT BLADDER INFECTION CAUSED EXTREME DISCOMFORT FOR 60 MINS PRIOR). EXECUTED MISSED APCH, VECTORS TO STRAIGHT-IN NDB AT N01. CROSSED NDB AT 1500 FT, DROPPED TO 1300 FT. MISTOOK ROAD FOR RWY AND PROCEEDED LOWER. REALIZED MISTAKE, BECAME CONFUSED, CIRCLED UNDER CEILING (AND MDA), FOUND CDW, GOT APPROVAL FROM NEW YORK APCH TO LAND CDW. CONTACTED CDW TWR AND CLRED AND LANDED RWY 4.

Synopsis :

SICK PLT MISSES APCH, TRIES AGAIN, GOES BELOW MINIMUMS, GETS CONFUSED, STAYS VMC, FINDS ANOTHER ARPT NEARBY, GETS PERMISSION AND LANDS THERE.

Time

Date : 199908

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : GEG.Airport

State Reference : WA

Altitude.MSL.Single Value : 5500

Altitude.MSL.Bound Lower : 5000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 215

Experience.Flight Time.Type : 3000

ASRS Report : 446926

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.ControllerA : 3

Resolutive Action.Flight Crew : Took Precautionary Avoidance Action

Resolutive Action.Controller : Issued Alert

Resolutive Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

ARRIVING LATE AT NIGHT TO SPOKANE ARPT, I WAS ANTICIPATING AN ILS APCH TO RWY 21 BASED ON FORECAST WINDS. GEG DOES NOT HAVE AUTOMATED ATIS VIA ACARS, SO I WAS CAUGHT A LITTLE OFF GUARD WHEN WE FINALLY RECEIVED ATIS OVER COM RADIO AND FOUND I WAS SHOOTING A VISUAL APCH TO RWY 25. I ASSUMED THIS WOULD BE AN UNEVENTFUL APCH USING A PAPI FOR VERT GUIDANCE, BUT IN HINDSIGHT I WAS COMPLACENT IN PREPARING FOR A NIGHT VISUAL APCH INTO AN UNFAMILIAR ARPT, AFTER A LONG DAY, WITH FATIGUE SETTING IN (ON DUTY 11 HRS, AWAKE 16 HRS, SHORT SLEEP NIGHT BEFORE). ARRIVING FROM THE E OVER MLP, WE ACQUIRED THE RWY VISUALLY WHILE AT 7000 FT AND APPROX 18 NM FROM ARPT. WE RPTD ARPT IN SIGHT TO APCH CTL AND THEY CLRED US FOR A VISUAL APCH. I SELECTED 4000 FT AND INITIATED A DSCNT TO THIS ALT. AT APPROX 12 NM APCHING 5000 FT, I FINALLY NOTICED VERY TALL LIGHTED TWRS AHEAD AND SLIGHTLY L OF US. I LEVELED OFF AND STATED THIS TO FO. APCH CTL THEN ASKED, 'DO YOU HAVE TWRS IN SIGHT' INDICATING THEY TOO WERE CONCERNED. I THEN INITIATED A CLB UP TO 5500 FT AND VISUALLY CLRED THESE TWRS BY APPROX 1000 FT AND SLIGHTLY TO THE N. ALTHOUGH THIS WAS A VISUAL APCH, I WAS STILL HEADS DOWN IN THE COCKPIT A LOT USING OUR GLASS AUTOMATION (MAP DISPLAY) AND VERT PATH INDICATIONS TO FLY IN TO THE RWY. FMS VERT PATH INDICATIONS SHOWED ME HIGH, SO I WAS DSNDING TO REACQUIRE FMS PATH. THIS COULD HAVE PUT ME IN CONFLICT WITH THESE TWRS. I WAS USING MY FAMILIAR FMS GUIDANCE, WHEN I SHOULD HAVE BEEN HEADS UP USING PAPI AND OUTSIDE VISUAL CUES FOR THIS APCH. FORTUNATELY I DID NOTICE TWRS VISUALLY AND THEY WERE SLIGHTLY S OF OUR COURSE, BUT A CONFLICT COULD EASILY HAVE OCCURRED GIVEN MY MINDSET, UNFAMILIARITY WITH GEG TERRAIN, AND FATIGUE.

Synopsis :

A FLC CAME NEAR AN OBSTRUCTION WHILE ON A VISUAL APCH TO GEG.

Time

Date : 199908

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : RPLB.Airport

State Reference : FO

Altitude.MSL.Bound Lower : 6800

Altitude.MSL.Bound Upper : 6900

Environment

Flight Conditions : IMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 130

Experience.Flight Time.Type : 2000

ASRS Report : 446980

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS THE PF ON A CARGO MD11 GOING INTO SUBIC, PHILIPPINES. AT 7000 FT MSL AS WE WERE APCHING SBA VOR, COMING FROM MANILA, WE WERE TOLD TO DSND TO 6000 FT. I SET THE ALT AND STARTED DOWN. WE THEN GOT A 1000 FT RADAR ALTIMETER AURAL WARNING BUT WE HAD NO ACTUAL RADAR ALTIMETER TO VERIFY THIS WITH, SO ASSUMED IT FALSE. WE SOMETIMES GET THESE AT CRUISE ALT SO NOTHING SEEMED TERRIBLY WRONG. THEN ABOUT 6800-6900 FT WE GOT A 'TOO LOW, TERRAIN' GPWS WARNING. I IMMEDIATELY FIREWALLED PWR, DISCONNECTED AUTOPLT/AUTOTHROTTLES AND CLBED. NOW WE GOT INTO ANOTHER SIT. I WAS TOO AGGRESSIVE ON A VERY LIGHT (300000 LBS) ACFT AND WE GOT PROBABLY 40 DEG NOSE HIGH AND THEN SOME L BANK. I RECOVERED FROM THIS MILDLY UNUSUAL ATTITUDE AND ACCOMPLISHED AN UNEVENTFUL LNDG AT SUBIC. THIS WAS PROBABLY A FALSE ALARM, BUT WE OBVIOUSLY HAD TO REACT. BUT MY REACTION, OR REALLY OVERREACTION, LEADS ME TO BELIEVE WE NEED SIMULATOR TWICE A YR. THERE IS LOTS OF TALK ABOUT GOING JUST ONCE A YR AND I HAVE ALWAYS BELIEVED THIS TO BE UNWISE. THIS EPISODE FURTHER CONFIRMS MY BELIEF. CONSTANT PRACTICE OF SITS IS NEEDED TO MAINTAIN SHARPNESS AND SAFETY.

Synopsis :

FO OF AN MD11 TOOK EVASIVE ACTION AND CLBED IN RESPONSE TO A GPWS WARNING RESULTING IN A VERY HIGH ACFT PITCH ATTITUDE DUE TO THE FULL THROTTLE LIGHT ACFT CLB.

Time

Date : 199909

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LGA.Airport

State Reference : NY

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8300

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 820

ASRS Report : 448057

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Advisory

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THIS IS A SAFETY SUBJECT THAT YOU MAY NOT HEAR MUCH ABOUT, AND THAT IS THE DISGRUNTLED AIRLINE EMPLOYEE. IN A RECENT MONTH, I HAVE HAD THE OPPORTUNITY TO FLY WITH A CAPT THAT WOULD FIT QUITE WELL INTO THIS CATEGORY. THIS PERSON WOULD COMPLAIN ABOUT ANYTHING AND EVERYTHING -- FROM ATC TO THE MANUFACTURER OF THE ACFT TO MGMNT. HIS WHOLE ATTITUDE ON THE JOB WAS 'I DON'T CARE, I GOT SCREWED BY MGMNT 2 YRS AGO, SO WHY SHOULD I CARE!' LET ME GIVE YOU SOME EXAMPLES OF HIS ANTICS: SHOWING UP TO THE ACFT 5 MINS BEFORE DEP ONLY TO FIND A MECHANICAL WRITE-UP (SCUFFED PAINT AS AN EXAMPLE) AND DELAY THE FLT. TO SLOW 10 KTS IN CRUISE, HIS PROC WOULD BE SLAM THRUST LEVERS TO IDLE, SPD BRAKES OPEN. AFTER LOSING 10 KTS, SPD BRAKES CLOSED, THROW PWR BACK INTO CRUISE. TRY IT SOMETIME, KIND OF VIOLENT. RAPID DSCNTS OF 3500-4000 FPM WITH SPD BRAKES OPEN ALL THE TIME. ENTER NOW A BIGGER PROB -- INTIMIDATION. WHAT HAPPENS WHEN A FO DOES NOT FEEL COMFORTABLE WITH WHAT THE CAPT IS DOING? DOES HE SPEAK UP, OR IS HE TOO INTIMIDATED BY THE CAPT'S ATTITUDE NOT TO SAY ANYTHING? CASE IN POINT: WE WERE GOING INTO LGA, ABOUT 18 MI S OF THE ARPT. ATC CLRED US FOR A VISUAL APCH TO STRAIGHT-IN RWY 4. THE CAPT WANTED TO DO SOME SIGHTSEEING, SO HE DIALED 1600 FT IN THE ALT SELECT. I FELT THIS WAS WAY TOO LOW FOR THIS FAR OUT. I MENTIONED THAT MSA WAS 2800 FT. HIS RESPONSE WAS THAT WE ARE ON A VISUAL APCH AND THAT THOSE ALTS DON'T MEAN A THING. HE CONTINUED ON BY SAYING THAT 1600 FT ALT WAS PATTERN ALT. THE CAPT DID ASK ME WHAT THE INTERMEDIATE APCH ALT WAS, AND I RESPONDED 2700 FT. I THEN SAW HIM CHANGE THE ALT IN THE ALT SELECT. THINKING WE WERE DSNDING TO ONLY 2700 FT, I RELAXED, BUT BEFORE I KNEW IT, WE WERE DROPPING AT 3500 FPM, SPD BRAKES OPEN AND STILL 18 MI TO GO. WE LEVELED AT 2000 FT, WHICH I FELT WAS STILL TOO LOW. ATC EVEN MADE A COMMENT ABOUT OUR LOW ALT. I AM SURE WE SET OFF ALL THE LOW ALT ALARMS IN THE APCH CTL. AFTER LNDG, I THOUGHT ABOUT WHAT HAPPENED AND DID NOT FEEL COMFORTABLE WITH IT AND THOUGHT POOR JUDGEMENT WAS USED IN DSNDING THAT LOW THAT FAR OUT. THOUGH I DON'T KNOW IF ANY REGS WERE BROKEN, BEING WE WERE AT PATTERN ALT, IT WAS STILL POOR JUDGEMENT. WAS I TOO INTIMIDATED TO SPEAK UP? I TALKED HIM OUT OF 1600 FT, BUT SHOULD I HAVE SAID MORE TO HIM? HOW DOES ONE HANDLE A DISGRUNTLED EMPLOYEE? ARE THEY A REAL THREAT TO THE FLYING PUBLIC, KNOWING THAT THESE GUYS 'JUST DON'T CARE?' HOW DOES A COMPANY GO ABOUT IDENTIFYING THESE PEOPLE, AND ONCE THEY DO, HOW ARE THEY TO HANDLE IT? THESE ARE QUESTIONS THAT I HAVE NO ANSWERS FOR. THIS GUY IN THE L SEAT COULD ONLY THINK OF HIMSELF AND HOW TO SCREW THE COMPANY. NEVER MIND HIS FELLOW EMPLOYEES, OR WORSE YET, THE FLYING PUBLIC. ANY YES, PERHAPS I WAS INTIMIDATED BY THE CAPT THAT DAY GOING INTO LGA. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE FO STATED THAT HE NO LONGER HAD TO DEAL WITH THIS CAPT SINCE THE SUBJECT PERSON WAS HIRED BY ANOTHER ACR. HE ADMITTED TO REACTING TOO MUCH TO THE LEVEL OF INTIMIDATION AND TOO LITTLE TO THE SOLUTION OF PROFESSIONAL STANDARDS COMMITTEE REVIEW.

Synopsis :

AN EMB145 FO'S RPT ON A NON PROFESSIONAL CAPT THAT DID NOT ADHERE TO REGS OR PROCS NEAR LGA, NY.

Time

Date : 199909

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CKB.Airport

State Reference : WV

Altitude.MSL.Bound Lower : 1800

Altitude.MSL.Bound Upper : 2200

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3400

Experience.Flight Time.Last 90 Days : 300

Experience.Flight Time.Type : 1800

ASRS Report : 449129

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : Published Procedure

Independent Detector.ATC Equipment.Other ATC Equipment : Terrain Warning

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Executed Missed Approach

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : ATC Facility

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

OPERATING AS AN ACFT X FLT INTO CLARKSBURG, WV, WE HAD TO FLY THE VOR 3 APCH, DUE TO LOW CEILINGS AND RAIN SHOWERS. WE WERE VECTORED ON TO FINAL AND CLEARED FOR THE APCH. I WAS CALLING OUT THE STEP-DOWN ALTS, WHILE THE FO WAS FLYING. WE WERE INSTRUCTED TO MAINTAIN 3300 FT UNTIL ESTABLISHED AND THEN WE WERE CLRED FOR APCH. WE DIDN'T INTERCEPT UNTIL WE WERE CLOSE TO THE VOR, AT THAT TIME WE CROSSED AND BEGAN OUR DSNT TO THE MDA OF 1800 FT. AS WE CROSSED THE VOR AND WERE DESCENDING THE TWR SAID 'I'M SHOWING A LOW-ALT ALERT, I SUGGEST YOU CHECK YOUR ALT.' FOLLOWED, AGAIN BY THE SAME MESSAGE. I ELECTED TO GO MISSED APCH AND TRY IT AGAIN. THE NEXT APCH, SAME WARNING. THE FINAL APCH COURSE TRAVERSES THROUGH SOME HIGH MOUNTAINOUS TERRAIN. ON THE GND I CALLED AND SPOKE WITH CKB APCH. HE EXPLAINED THAT THEIR COMPUTER HAS PARAMETERS THAT SENSE RATE OF DSNT AND TERRAIN AREAS, AND IF THEY GET A 'WARNING' THEY NEED TO PASS IT ALONG TO THE PLTS. WE TALKED IT OVER AND IT BECAME CLR THAT THE EQUIPMENT MAY BE A LITTLE PREMATURE IN ITS WARNINGS. WE DID THE SAFEST THING AND WENT 'MISSED APCH.' CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: PLT RPTS THAT HIS RATE OF DSNT ON THE FIRST APCH WAS A CONCERN AND WITH THE TWR WARNING HE WENT AROUND. THE SECOND APCH WAS NORMAL AND HE WAS AT LEVEL AT THE MDA WITH THE RWY IN SIGHT WHEN THE TWR GAVE THE LOW ALT ALERT. HE ELECTED TO LAND. RPTR SAID THAT IN HIS DISCUSSION WITH THE TWR ABOUT THE INCIDENT, THE OPERATOR INDICATED THAT THIS HAPPENS ALL THE TIME.

Synopsis :

PLT MISSES APCH WHEN TWR GIVES A LOW ALT ALERT WARNING. ON SUBSEQUENT APCH IN VISUAL CONDITIONS ON PROFILE FOR LNDG, TWR GAVE THE SAME WARNING.

Time

Date : 199909

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : OAK.Airport

State Reference : CA

Altitude.MSL.Bound Lower : 600

Altitude.MSL.Bound Upper : 800

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 8000

ASRS Report : 449482

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Overshoot

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.ControllerA : 4

Resolutive Action.None Taken : Detected After The Fact

Resolutive Action.Other : Held Altitude

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE APCHING OAK ARPT AND THE CURRENT ATIS WAS RPTING THE FIELD TO THE 300 FT OVCST AND 2 MI VISIBILITY, AND THE GS FOR RWY 29 WAS RPTED TO BE INOP. THIS WOULD PUT THE CEILING APPROX 60 FT BELOW OUR MINIMUMS FOR THE EXISTING RWY CONDITIONS. OUR OTHER ALTERNATIVE WAS TO USE RWY 27R WHICH IS 5400 FT, WHICH I CONSIDERED TO BE ADEQUATE, BUT NEVERTHELESS A SHORTER RWY THAN WE ARE USED TO USING. MINIMUMS FOR RWY 27R ARE 250 FT AND 3/4 MI VISIBILITY, AND WE WERE INFORMED THAT WE WOULD BE USING RWY 27R AS HAD OTHER CARRIERS. I BRIEFED THE FO ON THE APCH TO RWY 27R, BUT AFTER SEVERAL MINS HAD ELAPSED AND A HDOF TO BAY APCH, WE WERE INFORMED THAT THE RWY WOULD NOW BE RWY 29. WE CHKED ATIS ONLY TO GET THE SAME WX WE HAD BEFORE, IE, 300 FT OVCST AND 2 MI VISIBILITY. WE THEN CALLED OAK TWR AND WERE INFORMED THAT THE CEILING WAS NOW 800 FT OVCST. THIS WAS A LAST MIN CHANGE FOR US WHILE BEING VECTORED FOR THE APCH TO RWY 29. WE WERE HIGH FOR THE PROFILE DUE TO ATC TFC AND THEREBY HAD TO REMAIN AT ALT AND IT PREVENTED OUR NORMAL DSCNT. IN ADDITION TO THIS, APCH WAS TURNING US CLOSE TO THE FAF, COMPOUNDING OUR PROB OF THE NEED FOR A HIGHER THAN NORMAL DSCNT RATE. WE WERE CLRED FOR THE APCH TO RWY 29 WHEN ESTABLISHED ON THE LOC. AT THIS POINT I INCORRECTLY SELECTED 'GS' ON THE MCP. THE ACFT CAPTURED A FALSE GS AND BEGAN DSCNT. AT FIRST, THE RATE OF DSCNT APPEARED NORMAL BUT AS WE APCHED THE FIX I COULD SEE THAT IT WAS INDEED TOO HIGH A RATE OF DSCNT. I THEN DISCONNECTED THE AUTOPLT AND HAND FLEW THE APCH. DURING THIS TIME OF BRIEF CONFUSION, I REALIZED THAT I MIGHT BE AT AN ALT THAT WAS LOWER THAN CALLED FOR. I QUERIED THE FO AS TO WHAT THE ALT WAS SUPPOSED TO BE, BUT DID NOT HEAR A RESPONSE. WHEN I WAS ABLE TO XCHK THE ALT, I VERIFIED THAT I WAS TOO LOW. I BELIEVE THIS WAS ABOUT 800-600 FT MSL AT ABOUT 2 MI PRIOR TO THE FAF. I BEGAN TO CORRECT, BUT BY THE TIME THIS OCCURRED, I WAS AT THE FAF AND MINIMUMS FOR US WERE 400 FT MSL. I THEREFORE CONTINUED TO HOLD THIS ALT, AND IT WAS AT THIS POINT INSIDE THE FAF THAT APCH CTL OR TWR (I'M NOT SURE WHICH AT THIS POINT) CALLED 'LOW ALT ALERT.' I THEN QUERIED THE FO AGAIN AS TO THE CORRECT ALT, AND HE VERIFIED THAT 400 FT MSL WAS CORRECT FOR INSIDE THE FAF. WE BROKE OUT ON SCHEDULE AND LANDED UNEVENTFULLY. I FELT THE LAST MIN CHANGE OF RWYS, BOTH WITH MARGINAL SETS OF CONDITIONS, EACH DIFFERENT IN ITS OWN WAY, CONTRIBUTED TO THE CONFUSION DURING THE HIGH RATE OF DSCNT, AND THE EVENTUAL CAPTURE OF A FALSE GS. I FEEL THAT I SELECTED THE 'GS' UNDER THE IDEA THAT I WAS USING RWY 27R FOR A BRIEF MOMENT, THEN REALIZING MY ERROR TRIED TO CORRECT FOR THE ALT WHEN MY ERROR WAS REALIZED.

Synopsis :

CAPT OF A B737-300 DSNDED BELOW ILS FAF DUE TO CAPTURING THE GS TOO HIGH AND FOLLOWING A FALSE GS. ATC ADVISED OF LOW ALT ALERT.

Time

Date : 199909

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ENA.Airport

State Reference : AK

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAN.ARTCC

Make Model : MD Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13172

Experience.Flight Time.Last 90 Days : 31

Experience.Flight Time.Type : 6

ASRS Report : 449502

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Resolatory Action.Flight Crew : Executed Missed Approach

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Assigned Or Threatened Penalties

Consequence.FAA : Investigated

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON SEP/XA/99, I WAS CLRED FOR AN ILS APCH TO RWY 19R AT THE KENAI ARPT. I HAD THE CROSS HAIRS IN THE DOUGHNUT AND AT MINIMUMS. WE HAD THE RWY IN SIGHT. WE CONTINUED DOWN TO THE RWY. THE VISIBILITY WAS GETTING WORSE AS WE WENT DOWN TO THE RWY. WE EXECUTED A MISSED APCH AND TOUCHED DOWN ON THE RWY BRIEFLY AND RETURNED TO PALMER. THE FAA INSPECTOR SAYS THAT WE TOUCHED DOWN 1600 FT SHORT OF THE RWY. THERE WAS NO DAMAGE TO THE ACFT. AND OUR TOUCHDOWN DID NOT FEEL ROUGH. I DO NOT KNOW THAT WE DID NOT HIT THE RWY ON THE MISSED APCH. THE RWY WAS IN SIGHT THE WHOLE TIME DURING THE LNDG SEGMENT. THE ILS WAS NAILED/CTRED ON BOTH MINE AND THE COPLT'S SIDE. I BELIEVE WE TOUCHED DOWN 500-1000 FT DOWN THE RWY FOR THIS REASON. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE ACFT OPERATED IN THIS INCIDENT WAS A DC6 CARGO ACFT OPERATED UNDER A PART 125 CERTIFICATE. HE STATED THAT HE RECEIVED A LETTER OF INVESTIGATION FROM THE FAA REGARDING TOUCHING DOWN SHORT OF THE RWY SINCE ARPT GND PERSONNEL HAD NOTICED TIRE TRACKS IN THE TUNDRA PRIOR TO THE RWY. THEY ALLEGED THAT IT INDICATED CFTT AND AN ILS APCH BELOW IFR LNDG MINIMUMS. IN ADDITION, HE AS ACCUSED OF FALSIFYING THE ACFT LOG RECORD AND OPERATING THE ACFT NOT APPROVED ON THEIR ACR OPERATING CERTIFICATE. HE HAS HEARD NOTHING FURTHER REGARDING THIS INCIDENT.

Synopsis :

CAPT OF A DC6 CARGO FLT TOUCHED DOWN SHORT OF RWY DURING A GAR AFTER THE VISIBILITY DECREASED DURING AN ILS APCH AFTER DECISION HT.

Time

Date : 199909

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : PA

Altitude.MSL.Single Value : 1100

Environment

Flight Conditions : IMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1300

Experience.Flight Time.Last 90 Days : 61

Experience.Flight Time.Type : 50

ASRS Report : 449544

Person / 2

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Resolutive Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Navigational Facility

Problem Areas : Weather

Narrative :

IT WAS HARD IMC FROM LDJ TO CAPITAL CITY ARPT (CXY) AT HARRISBURG, PA. I WAS AT 6000 FT MSL (S OF THE APCH RTE) AND BEGINNING TO BE CONCERNED ABOUT THE DSCNT BECAUSE OF PROX, WHEN THE APCH CTLR TOLD ME THAT BECAUSE OF THE CLOSENESS, HE WOULD BRING ME DOWN THROUGH THE LOC AND THEN BACK IN TO THE LOC FROM THE L. COMING BACK TO THE LOC, IT DID NOT SEEM TO BE CTRING (AND JUST AS IT WAS CTRING, BUT BEFORE I COULD INFORM THE CTLR), THE CTLR CANCELED THE APCH, TOLD ME TO CLB BACK TO 3000 FT, AND GAVE ME VECTORS TO DO IT AGAIN, WITH WHICH I COMPLIED. ON THE APCH THE SECOND TIME, I ADVISED THE CTLR THAT I WAS NOT ACQUIRING THE GS. I THEN HEARD ANOTHER PLT TELLING THE CTLR THE SAME THING. I DID NOT FEEL UNCOMFORTABLE OR STRESSED, BUT I DID SAY TO THE CTLR THAT I COULD USE ALL THE HELP I COULD GET. AT THAT POINT, OTHER PLT SAID THAT, FROM THE OM, HE DSNDED AT 600 FPM AND BROKE OUT ABOUT 1100 FT OR 1200 FT. THE CTLR THEN SAID, 'THIS CHANNEL IS FOR TFC CTL,' IN EFFORT CHASTISING THE OTHER PLT. IN MY OPINION, UNDER THE CIRCUMSTANCES, THE OTHER PLT CONTRIBUTED SUBSTANTIALLY TO MY SAFETY. AFTER BREAKING INTO VFR AT ABOUT 1250 FT AND LOOKING FOR THE RWY, I WAS TOLD 'LOW ALT ALERT.' I WAS THEN AT ABOUT 1100 FT, WHICH IS BELOW THE 1160 FT MINIMUM FOR IFR. I'M NOT SURE THE CTLR KNEW I WAS OUT OF THE CLOUDS AT THAT MOMENT. I ACKNOWLEDGED AND CLBED TO BTWN 1200-1300 FT TO KEEP HIM HAPPY. THE RWY QUICKLY APPEARED, AND I LANDED.

Synopsis :

AN EXPERIENCED PVT PLT WHO APPEARED TO HAVE LITTLE INST EXPERIENCE, IMPROPERLY SHOT THE LOC APCH AT CXY AND SET OFF THE CTLR'S LOW ALT WARNING.

Time

Date : 199909

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : VLD.Airport

State Reference : GA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : Y

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3700

Experience.Flight Time.Last 90 Days : 190

Experience.Flight Time.Type : 2000

ASRS Report : 449839

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

INCIDENT OCCURRED WHILE HOLDING SHORT OF RWY 35 AT VLD. SCHEDULED PART 121 FLT VLD TO ATL. TAXIED OUT FOR DEP AND WAS ADVISED BY THE TWR THAT THEY WERE COORDINATING WITH ZJX. THIS WAS A SUNDAY AND AS A RESULT VLD APCH CTL WAS CLOSED AND ZJX WAS ISSUING ALL ARRIVING ACFT THE FULL ILS RWY 35 INTO VLD. THIS APCH REQUIRES FLT DIRECT TO THE VOR LOCATED ON THE FIELD THEN OUTBOUND ON THE 212 DEG RADIAL, JOIN A 12 DME ARC, THEN JOIN THE LOC. VLD TWR ADVISED US OF AN INBOUND BONANZA ON THIS APCH AND THAT WE WOULD BE RELEASED AFTER HE LANDED. THE BONANZA PROCEEDED TO THE VOR AS PUBLISHED AND BEGAN TO TRACK OUTBOUND ON THE 212 DEG RADIAL. THE E120 WE WERE IN HAD A 'LOOK UP' FEATURE ON THE TCASII WHICH ALLOWED US TO 'FOLLOW' THE BONANZA AS HE BEGAN THE APCH. WX WAS 1300 FT OVCST, 5-7 NM VISIBILITY. AS THE BONANZA JOINED THE 12 DME ARC, WE WERE NO LONGER ABLE TO WATCH THE ACFT ON OUR TCASII AS THE 'LOOK UP' FEATURE ONLY EXTENDS OUT 10 MI. 10 MINS PASSED AND THE BONANZA WAS NOT TO BE SEEN. ABOUT THIS TIME THE BONANZA RPTD TO THE TWR THAT HE HAD ALL FLAGS ON GS AND LOC. TWR ADVISED THAT EVERYTHING WAS OPERATIONAL AND TO CHK HIS RADIOS. BONANZA DID THAT AND THEN ADVISED THE TWR THAT HE WAS JUST GOING TO TRACK INBOUND BACK TO THE VOR. I WOULD HAVE EXPECTED THE 'EXECUTE MISSED APCH' ORDER AT THIS TIME, BUT INSTEAD HE WAS TOLD 'ROGER, RPT THE FIELD IN SIGHT.' WX WAS BELOW ANY MDA OR MSA. THE BONANZA REAPPEARED ON OUR TCASII SEVERAL MINS (APPROX 10) LATER, 10 MI W OF THE FIELD. THE ORIGINAL APCH COURSE WOULD HAVE PUT HIM 10 MI S. I QUERIED TWR AS TO THE FACT THAT THIS BONANZA WAS NOW W AND NOT S AT ALL. THE TWR SEEMED CONFUSED THEN QUERIED THE BONANZA. HE HAD NOW DROPPED BELOW THE BASES, RPTD THE FIELD IN SIGHT, AND LANDED. PROBS: 1) APCH CTL CLOSED ON SUNDAY PROVIDING NO RADAR SVC. VLD IS 200 FT MSL AND FLAT. IF ANY KIND OF OTHER TERRAIN EXISTED, THIS BONANZA PLT AND ANY PAX WOULD HAVE BEEN KILLED. THE POOR WX CONDITIONS COMBINED WITH A COMPLICATED APCH, A 'WKEND' FAIR WX PLT, AND AN INOP (CLOSED) APCH CTL FACILITY EASILY COMBINED TO CREATE A DANGEROUS SIT. (PERFECT SETUP FOR A CFIT INCIDENT.) 2) THE CTLR SHOULD HAVE TOLD THE ACFT TO EXECUTE AN IMMEDIATE MISSED APCH, BUT INSTEAD TRIED TO 'HELP' GET THIS GUY ON THE GND SO THAT WE COULD DEPART. THE TWR CTLR COMPLETELY DROPPED THE BALL. 3) THE BONANZA PLT SHOULD HAVE RECOGNIZED AND ADMITTED TO THE TWR THAT HE WAS LOST AND DISORIENTED. AS I SEE IT THIS WAS NOT ONE SMALL FAR VIOLATION. IT WAS MANY WHICH COULD HAVE QUICKLY COMBINED TO BE FATAL. I WOULD LIKE TO ADD THAT IN THIS CASE THE 'LOOK UP' FEATURE OF THE ONBOARD TCASII WAS USEFUL IN ADVISING THE TWR THAT A DANGEROUS SIT WAS DEVELOPING. IF THE DISTANCE THAT THE TCASII COULD SEE OUT WAS GREATER, THEN CHAIN OF ERRORS MIGHT HAVE BEEN BROKEN SOONER.

Synopsis :

AN EMB120 PIC RPT ON THE ILLEGAL APCH PROCS EMPLOYED BY A BONANZA ATTEMPTING AN ILS RWY 35 INTO VLD, GA.

Time

Date : 199909

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 450

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 300

ASRS Report : 449887

Person / 2

Function.Controller : Approach

Person / 3

Function.Oversight : Supervisor

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Environmental Factor

Narrative :

WHILE BEING VECTORED AT 5000 FT, 340 DEG HDG FROM BURBANK ARPT TO VNY ILS IN IMC ATC NEGLECTED TO ISSUE LOST COM INSTRUCTIONS NOR TO INFORM US THAT RADAR CONTACT WAS LOST WITH US OVER HIGH TERRAIN, APPROACHING N OF UMBER WHERE MVA WAS 6000 FT. WE TURNED W ON OUR OWN AND SWITCHED FROM 120.4 TO 134.2. SAME FELLOW WAS WORKING BOTH FREQS. RADAR CONTACT WAS EVENTUALLY RESTORED AND WE LANDED AT VNY WITHOUT INCIDENT. SOMEONE WAS VECTORED INTO A MOUNTAIN IN THE SAME AREA SEVERAL YRS AGO. I CALLED SOCAL TRACON AND THE QUALITY ASSURANCE SPECIALIST AGREED THAT TURNING W AND CHANGING FREQS WAS THE RIGHT ACTION. WE BOTH AGREED THAT AN RCO OR ENHANCED RADAR SVC IN THE AREA WOULD CONSIDERABLY IMPROVE SAFETY.

Synopsis :

A CESSNA 182 PLT LOST RADIO CONTACT WHILE ON AN IMC RADAR VECTOR TOWARD HIGH TERRAIN NEAR BUR.

Time

Date : 199909

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SQL.Airport

State Reference : CA

Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : IMC

Component / 1

Aircraft Component : Positional / Directional Sensing

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 2600

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Type : 12

ASRS Report : 450006

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

THE SIT OCCURRED DURING AN IFR TRAINING FLT FROM SQL-SAC SEP/XA/99 AT ABOUT AB20. WX CONDITIONS AT SQL WERE 600 FT OVCST WITH THE TOPS OF THE OVCST AT 1500 FT. THE ATC CLRNC WAS, AT 400 FT BEGIN A R TURN TO 120 DEGS. AS WE ENTERED THE CLOUDS, THE STUDENT IMMEDIATELY LOST SPATIAL DISORIENTATION AND BEGAN OVERBANKING. I BEGAN INSTRUCTING THE STUDENT TO SHALLOW THE BANK AT ABOUT 30-35 OF BANK. THE STUDENT CONTINUED TO OVERBANK AND I TOOK CTL OF THE ACFT WITH A BANK ANGLE OF APPROX 50 DEGS. DURING THE STEEP TURN, THE DIRECTIONAL GYRO HAD PRECESSED ABOUT 150 DEGS, SO WHEN I THOUGHT WE WERE ON A HDG OF 120 DEGS WE WERE REALLY HDG ABOUT 270 DEGS. THE DEV WAS REALIZED WHEN ATC BEGAN QUERYING US AS TO OUR HDG. IT WAS THEN I CROSS-REFERENCED THE MAGNETIC COMPASS AND REALIZED THE ERROR IN OUR HDG. I WAS THEN GIVEN A NEW HDG TO FLY, AND MADE THAT TURN USING THE MAGNETIC COMPASS. THEN, AFTER I WAS ESTABLISHED ON THE NEW HDG I RESET THE DIRECTIONAL GYRO. THERE WERE NO MORE PROBS DURING THE REST OF THE FLT. AS THE BANK OF THE ACFT BEGAN TO INCREASE AND I BEGAN TALKING TO THE STUDENT, TOO MUCH OF MY ATTN WAS FOCUSED ON THE ATTITUDE INDICATOR AND TRYING TO HELP THE STUDENT THROUGH THE SPATIAL DISORIENTATION. I SHOULD HAVE FOCUSED MORE ON THE AIRPLANE AND NOT THE INSTRUCTIONAL LESSON. ALTHOUGH THE DIRECTIONAL GYRO WAS WITHIN TOLERANCES ON THE GND, I HAVE NOTICED MORE PRECESSION OF THE HDG INDICATOR DURING LATER FLTS.

Synopsis :

A CFI RPT REGARDING THE EXCESSIVE PRECESSION OF HIS DIRECTIONAL GYRO AND THE NEAR CFTT NW OF SQL, CA.

Time

Date : 199909

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : UGN.Airport

State Reference : IL

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : C90.TRACON

Make Model : Bonanza 35

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 40

ASRS Report : 450339

Person / 2

Function.Controller : Approach

Person / 3

Function.Oversight : Supervisor

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued Advisory

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

THE WX BRIEFER SAID THAT MY RTE HOME WAS STILL MOSTLY LEVEL 1 AND LEVEL 2 BUT THAT A STORM CELL WAS BEARING DOWN ON RFD FROM THE SW AND ONLY 12 MI AWAY. HE RECOMMENDED I LEAVE ASAP -- WHICH I DID. ABOUT 25 MI OUT, APCH CTL PUT ME ON A 090 DEG HDG WHICH EVENTUALLY PUT ME ON A LINE THAT TOOK ME JUST N OF THE ARPT AND S OF THE OM AT 4000 FT. ABOUT 10 MI OUT I RETUNED THE ATIS AND DISCOVERED THAT THE CEILING WAS NOW 300 FT BROKEN, 700 FT OVCST WITH THE WIND AT 010 DEGS AND 15 KTS AND VISIBILITY DOWN TO 3 MI. AT ABOUT THE TIME I WAS ABREAST OF WISIL I SET UP THE ILS AND CHANGED THE GPS RANGE TO 5 MI ANTICIPATING A L TURN AND DSCNT TO 3000 FT. SURE ENOUGH, A MIN LATER IT WAS 'TURN TO A HDG OF 250 DEGS, DSND TO 3000 FT MAINTAIN 3000 FT UNTIL ESTABLISHED ON THE ILS, CLRED FOR THE APCH.' I FLIPPED THE HDG BUG TO 250 DEGS AND JUST STARTED TO CHANGE THE ALT HOLD WHEN I THOUGHT I HIT A BUS. EVERYTHING FLEW UP TO THE CEILING AND I HIT MY HEAD HARD ENOUGH TO COMPLETELY KNOCK OFF MY HEADSET. WHEN I GOT MY SCAN BACK ON THE INSTS I SAW THAT I WAS DSNDING AT ABOUT 500 FPM AND HDG 190 DEGS! THE JOLT HAD DISCONNECTED THE AUTOPLT AND IN JUST THOSE FEW SECONDS HAD ME TURNED ALMOST 270 DEGS! I GOT THE WINGS LEVEL, TURNED BACK TO 250 DEGS AND PUNCHED IN THE AUTOPLT. WHEN I GOT DOWN TO 3000 FT I HAD ALREADY PASSED WISIL AND THE STRONG N WIND WAS PUSHING ME PARALLEL TO THE LOC. IT WAS CLR THAT I WAS NEVER GOING TO GET ESTABLISHED AND DOWN TO THE INTERCEPT ALT OF 1900 FT BY THE LOM. AT THIS POINT A SUPVR CAME ON THE FREQ AND TOLD ME THAT THEY WERE GOING TO HAVE TO VECTOR ME AROUND FOR ANOTHER APCH. I COULD SEE FROM THE GPS WHERE I WAS RELATIVE TO THE LOC AND I HAD NO FOND FEELING ABOUT GOING BACK OUT OVER THE LAKE. I TOLD HIM TO GET ME DOWN TO 1900 FT -- I WANTED TO COMPLETE THE APCH. HE SAID OK, TURN TO A HDG OF 270 DEGS AND CALL THE TWR PASSING WAUKE. AS I PASSED ABEAM OF WAUKE (STILL HDG 270 DEGS) I CALLED THE TWR AND WAS CLRED TO LAND. AT THIS POINT THE NEEDLE WAS JUST STARTING TO COME OFF THE PEG AND I BEGAN TO SEE HOUSES THROUGH BREAKS IN THE CEILING. AT 1000 FT MSL (300 FT AGL) THERE I WAS ON A L BASE TO RWY 23. I MADE A FEATHER LIGHT TOUCHDOWN IN A LIGHT RAIN AND TAXIED TO MY HANGAR. AS I SAT THERE WITH THE ENG STILL TICKING OVER, I ASKED MYSELF WHETHER OR NOT I SHOULD HAVE DONE WHAT I DID. ON THE PLUS SIDE, IT WAS MY HOME FIELD AND I KNEW THERE WERE NO OBSTRUCTIONS ANYWHERE IN MY PATH. THE GPS KEPT ME APPRISED OF MY POS, I HAD 300 FT AND 3 MI TO HELP STRAIGHTEN OUT THE APCH. ON THE MINUS SIDE, I NEVER WAS ESTABLISHED ON THE LOC OR THE GS. AT THAT POINT THE MINUSES OVERRODE THE PLUSSES AND I VOWED NEVER TO DO IT AGAIN. I SHOULD HAVE ACCEPTED THE MISSED APCH AND ASKED FOR A R DOWNWIND RATHER THAN THE L DOWNWIND I HAD GOTTEN. IT MIGHT HAVE KEPT ME AWAY FROM THE CELL I WAS VECTORED INTO. I ALSO SHOULD HAVE ASKED FOR 3000 FT SOONER SINCE I COULD SEE THAT THE CTLR WAS BRINGING ME IN TOO TIGHT FOR THE WIND DIRECTION. THE MISSED APCH WOULD HAVE ALSO GIVEN ME A LITTLE MORE TIME TO COLLECT MYSELF AFTER THE JOLT I RECEIVED AND THE MOMENTARY DEV FROM THE APCH I HAD SO CAREFULLY AND CONFIDENTLY FIXED IN MY MIND.

Synopsis :

A BONANZA PLT ELECTED TO CONTINUE AN APCH HE LATER FELT HE SHOULD NOT HAVE.

Time

Date : 199910

Day : Thu

Local Time Of Day : 1201 To 1800

Place

State Reference : CO

Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : IMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3400

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 500

ASRS Report : 451081

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE DEPARTED RWY 25 DEN ON A 255 DEG HDG, DEN 3 DEP, RADAR VECTORS TO THE LUFSE INTXN, DEST COS. TWR DELAYED OUR HDOF TO DEP DUE TO FREQ CONGESTION. DEP INITIALLY GAVE US A HDG OF 240 DEGS, CLB TO 12000 FT MSL. WE WERE THEN GIVEN A HDG OF 190 DEGS TO INTERCEPT VICTOR 81 TO BRK. WE TURNED TO THE ASSIGNED HDG, BUT WITH EASTERLY WINDS ALOFT, WE DID NOT INTERCEPT THE AIRWAY QUICKLY ENOUGH. WE WERE BELOW THE OROCA AND THE CTLR RECEIVED A TERRAIN WARNING. SINCE IT IS ONLY A 60 MI FLT, I HAD ALREADY SWITCHED TO THE COS ATIS. WHEN I RETURNED TO DEN DEP, WE HAD ALREADY TURNED TO A 100 DEG HDG AS DIRECTED BY THE CTLR. I WAS UNAWARE THERE WAS A PROB UNTIL WE LANDED AT COS AND GND GAVE US THE PHONE NUMBER OF THE CTLR. MY CAPT CALLED THE CTLR AND THEN RELAYED THE SIT TO ME. NORMALLY WE DEPART DEN ON RWY 17L/R, RWY 8 TO GO TO COS. HOWEVER, THIS TIME WE DEPARTED RWY 25 TOWARDS TERRAIN. I WAS UNFAMILIAR WITH VICTOR 81 AND HAD TO LOOK UP ON THE CHART, WHICH CAUSED A DELAY IN INTERCEPTING. FUTURE RWY 25 DEPS BOUND FOR COS WOULD BENEFIT FROM A MORE EXPEDIENT TURN TO THE S, OR RATHER THAN AN AIRWAY ROUTING FOR SUCH A SHORT FLT, RADAR VECTORS WOULD HELP REDUCE THE FLC WORKLOAD. THIS IS A DIFFICULT LEG BECAUSE EVERYTHING IS HAPPENING VERY FAST.

Synopsis :

A BAE146 FLC FLEW TOWARD HIGH TERRAIN DEPARTING DEN WHICH GENERATED A 'TERRAIN' WARNING IN TRACON.

ACN: 454741

Time

Date : 199911

Day : Sat

Local Time Of Day : 0001 To 0600

Place

State Reference : AZ

Altitude.MSL.Single Value : 5900

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TUS.Tower

Make Model : A320

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Controller : Local

Function.Controller : Supervisor

ASRS Report : 457741

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 1

Independent Detector.Other.Flight CrewA : 2

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Narrative :

THE AIRBUS WAS 5900 FT ON VISUAL APCH OVER MOUNTAINOUS TERRAIN WHEN IT RECEIVED A TA AND RA TO DSND. THE PLT ADVISED HE WAS DSNDING BECAUSE OF TCASII RA. THE CTLR ISSUED THE MVA OF 5700 FT. THE AIRBUS STOPPED DSCNT AT 5600 FT WHEN THE RA CEASED. THERE WAS NO KNOWN OR OBSERVED TFC NEAR THE AREA.

Synopsis :

TUS ATCT CTLR RECEIVED CALL FROM AN A320 PLT AT 5900 FT RESPONDING TO A TCASII RA TO DSND. MVA WAS 5700 FT AND THE PLT DSNDDED TO 5600 FT.

Time

Date : 200002
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SAT.Airport
State Reference : TX
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 1700

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SAT.Tower
Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 16000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 3000
ASRS Report : 463893

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer
Experience.Flight Time.Total : 6500
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 800
ASRS Report : 464315

Person / 4

Function.Controller : Approach
Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.ATC Equipment.Other ATC Equipment : Radar
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

APCHING SAN ANTONIO FROM THE N AND JUST SWITCHED OVER TO APCH CTL WE WERE INFORMED THAT RWY 12R, THE ATIS LNDG RWY, WAS CLOSED AND THAT WE WOULD BE USING AN ASR APCH TO RWY 21. THERE IS NO OTHER APCH TO RWY 21. THE WX WAS 1000 FT OVERCAST WITH 10 MI VISIBILITY AND WIND AT 160 DEGS, 7 TO 10 KTS. WE BRIEFED THE APCH AND WERE VECTORED FOR IT. AT 10 NM FROM THE THRESHOLD, WE WERE CLRED TO THE MDA -- 1280 FT, ON AN ASSIGNED HDG. NO OTHER XMISSIONS FROM APCH CTL WERE RECEIVED UNTIL 5 NM FROM THE RWY. WE WERE THEN TOLD THAT WE WERE 'ON COURSE 6, NO 5 MI FROM THE RWY.' WE BROKE OUT OF THE CLOUDS AT ABOUT 1700 FT MSL AND OBSERVED A TWR (TV, RADIO?) AT 12 O'CLOCK AND CLOSE. WE WERE AT 1500 FT. THE TWR IS CHARTED AT 1448 FT. THE FO WAS THE PLT FLYING AND HE TURNED IMMEDIATELY ABOUT 20 DEGS TO THE R. WE SOON SAW THE RWY, STILL QUITE A BIT TO THE R AND CONTINUED TO LAND WITHOUT INCIDENT. DURING THE APCH IT WAS OBVIOUS THAT THE CTLR WAS DOING IT ALL. IT WAS NIGHT AND HE WAS APCH/DEP/TWR AND GND. IT ALSO SEEMED TO ME THAT THE CTLR WAS ONLY USING THE ASR APCH TO GET US BELOW THE CLOUDS SO WE COULD CONDUCT A VISUAL APCH FROM THAT POINT. SOMEHOW THE TV TWR JUST TO THE L OF THE APCH COURSE AND HIGHER THAN THE MDA, WAS LEFT OUT OF THE EQUATION. TALKING TO AN FAA SUPVR LATER, I WAS TOLD THAT THE ASR TO RWY 21 WAS SUPPOSED TO BE A STEP DOWN APCH. THIS WAS ONLY THE SECOND ASR APCH I HAVE DONE IN OVER 30 YEARS OF AIRLINE EXPERIENCE. THE OTHER WAS NO BETTER. I WONDER IF AN ASR APCH IS REALISTIC THESE DAYS. THE CTLR DID NOT FOLLOW THE COM PROCS AS I REMEMBER THEM. WE WERE L OF COURSE AND DRIFTING FURTHER L AND WE WERE TOLD THAT WE WERE ON COURSE. WE WERE DESCENDED TO AN ALT THAT WAS LOWER THAN AN OBSTACLE JUST L OF THE APCH COURSE. NO ALT ADVISORIES WERE ISSUED AND NO LOST COM PROCS WERE DISCUSSED. THE CTLR WAS APPARENTLY OVERLOADED. EVEN THOUGH IT WAS NIGHT, THERE WERE SEVERAL ACFT IN HIS CTL. HOW COULD HE CONDUCT A PROPER SURVEILLANCE APCH UNDER THOSE CONDITIONS? WE WERE AWARE OF THE TWR AND IN FACT LEVELED OFF ABOVE ITS CHARTED ALT. WE ASSUMED THAT THE ASSIGNED HDGS WOULD KEEP US CLR OF THE OBSTACLE, BUT WE WERE CAUTIOUS NONETHELESS.

Synopsis :

CREW IN AN ACR B727 MAKING A RADAR SURVEILLANCE APCH TO RWY 21 AT SAT WERE ISSUED A DSCNT TO THE 1280 FT MDA 10 NM FROM THE RWY. THE FLT NEARLY COLLIDED WITH A 1448 FT RADIO TWR APPROX 5 MI FROM THE RWY.